

West Edinburgh Placemaking Framework and Strategic Masterplan: Draft for Consultation

14 June 2023



Image: Collective Architecture

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1.0 Introduction

1.1 What is the West Edinburgh Placemaking Framework?

The **West Edinburgh Placemaking Framework and Strategic Masterplan** (WEPF) will form new planning guidance to support the objectives of the Proposed City Plan 2030, articulate a new vision and shape the future development of West Edinburgh.

This version has been prepared as a **Consultation Draft** to form a basis for continuing engagement with elected members, landowners, local communities, key agencies and stakeholders.

The WEPF Consultation Draft further develops aspirations for West Edinburgh as outlined in City Plan, this forming the Council's settled view for the area, as established through the Council's Proposed City Plan 2030 which was submitted for examination on 9 December 2022 (*Figure 1: City Plan Map 24*).

Proposed City Plan 2030 Place Policy 16 West Edinburgh identifies that the existing West Edinburgh Strategic Design Framework (WESDF) and West Edinburgh Landscape Framework (WELF) dating from 2010 and 2011 respectively, will be reviewed. The policy also identifies that a collaborative, multi-disciplinary masterplan for West Edinburgh will be coordinated by the Council.

The existing WESDF and WELF embrace a range of landholdings along the A8 corridor extending from Newbridge in the west to Edinburgh Gateway in the east, this including Edinburgh Airport, the Royal Highland Centre with particular focus on the development of an International Business Gateway (IBG) on greenfield land between Ingliston and Gogar.

The planning focus of West Edinburgh, as defined through City Plan Place 16, has now changed from that covered by the existing guidance.

In terms of context, the Crosswinds runway at Edinburgh Airport was decommissioned in 2018 and is now identified for redevelopment as part of City Plan 2030. Planning Permission in Principle (15/04318/PPP) has also now been granted by Scottish Ministers for major residential-led development at East of Millburn Tower, a greenfield site to the south of the A8 (now known as Redheughs Village).

Crucially, City Plan 2030 identifies West Edinburgh as significant urban extension to the city, supporting economic development opportunities within West Edinburgh whilst introducing a balanced mix of uses that promote healthy, sustainable lifestyles and a strong sense of place through the 20-Minute Neighbourhood principle. Therefore, a range of opportunities for housing development are being brought forward in City Plan with a focus on housing-led, high density, mixed-use development.

National Planning Framework (NPF) 4 was adopted in February 2023 and now forms part of the Statutory Development Plan. NPF4 incorporates national planning policies, addressing key themes of tackling the climate and nature crises, climate mitigation and adaptation, blue and green infrastructure, local living and 20-Minute Neighbourhoods and liveable places.

NPF4 refers to West Edinburgh as a place where a strategy *is emerging which guides a wide range of uses to create a sustainable extension to the city, with added benefit from associated improvements to the quality of place of existing communities. Proposals focus on locating development on and around existing transport corridors and work is ongoing to improve accessibility including the Edinburgh tram extension. Further investment*

should take into account the impact of new development on potentially compounding existing capacity constraints and congestion and prioritise sustainable choices.

National planning policy (NPF3) previously identified the potential of West Edinburgh for nationally important economic development through the delivery of an International Business Gateway. NPF4 removes this NPF3 designation of a national development of business led development.

The Council has approved the Towards West Edinburgh 2050: A Spatial Strategy for Inclusive and Sustainable Growth as a draft for consultation which recognises the importance of the wider West Edinburgh in the national, regional and local context.

Both the WESDF and WELF are now becoming outdated and do not align with the emerging policy context and agenda including City Plan 2030 and the new NPF4.

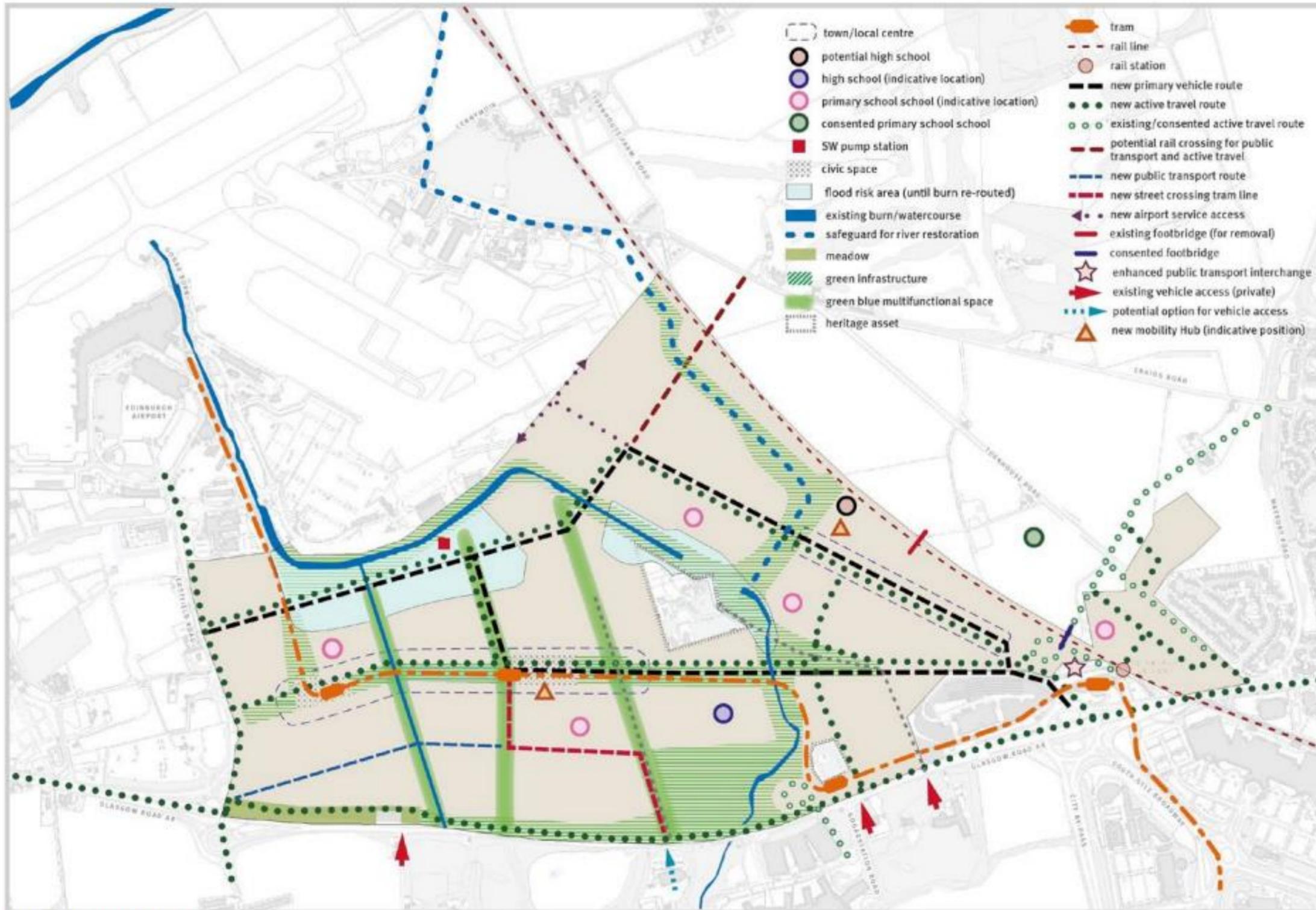
In view of these issues, the primary focus of the WEPF will be that covered by Place Policy 16. However, given the proximity of the Redheughs Village site and the need to form strategic connections, including the development of the strategic Green Blue network and enhancement of the Gogar Burn across the wider West Edinburgh area, this site has been considered in the broader scope of the WEPF.

A funding package has been secured by the Council to support the development of the WEPF Consultation Draft and West Edinburgh Strategic Masterplan, this allowing for a strong focus to be placed on the strategic aspects of placemaking, also recognising the importance of net zero, nature crisis, climate change and adaptation, the development of Green Blue Networks, 20-Minute Neighbourhoods, underpinned by a strong placemaking and urban design rationale.

The Council's Planning Service have adopted a multi-disciplinary approach, being closely supported by a consultant team including Atkins (Visual Assessment, Landscape, Green Blue infrastructure, Ecology, Placemaking), Collective Architecture (Urban Design, Placemaking and Masterplanning) and Mott McDonald (Flooding, Drainage and the Gogar Burn).

This consultative draft WEPF has been developed through engagement with landowners, the Scottish Government and the Key Agencies Group coordinated by Architecture and Design Scotland with representation from key agencies including SEPA, NatureScot, Scottish Water and Historic Environment Scotland. These discussions considered approaches to development delivery, strategic masterplanning and the preparation of 'place-based' planning guidance. Urban development projects of a comparable scale to West Edinburgh at Ebbsfleet in the Thames Gateway and Cambridge North were also examined. This engagement has closely informed the approach taken to the preparation of the WEPF consultation draft.

Figure 1: City Plan Map 24



Map 24 - West Edinburgh

1.2 City Plan 2030 Strategy

The WEPF has sought to embody key aims of City Plan 2030 including: -

- Delivering a network of **20-minute walkable neighbourhoods** and embedding a **‘place based’ approach** to the creation of high quality, high density, mixed use walkable communities, linked by better active travel and public travel infrastructure, green and blue networks and bringing community services closer to homes.
- Supporting the City Plan’s requirement for **all new buildings to be net zero** in their operational emissions through all their fabric, design and use of low and zero-carbon generating technologies and to be more resilient to climate change. The WEPF promotes the delivery of **heat networks and energy infrastructure development** to help Edinburgh transition to net-zero.
- Implementing environment policies to address the **nature crisis, climate change mitigation and adaptation**, protect our beautiful green setting, increase biodiversity, physical and mental wellbeing, reduce flooding and other climate impacts and improve air quality.
- Delivering land to meet Edinburgh’s housing needs over the next decade and securing a minimum of 35% affordable housing.
- Adopting an **‘infrastructure first’** approach, directing new development to where there is existing infrastructure. Where required to support new development, the Plan requires new and expanded community infrastructure including schools, healthcare, sustainable transport, energy and waste to support our spatial strategy.
- Deliver Edinburgh’s **key economic land use needs** including supporting West Edinburgh and land for modern business space as part of housing-led mixed-use development and deliver policies which support business to thrive.

1.3 How will the WEPF inform development?

The WEPF Consultation Draft will provide a vehicle for engagement with key stakeholders and local communities, in further articulating a future vision for West Edinburgh.

Once finalised it is expected that the West Edinburgh Placemaking Framework (WEPF) will: -

- Provide non-statutory, ‘place based’ planning guidance to support the delivery of Proposed City Plan 2030, including Place Policy 16, West Edinburgh and the City Mobility Plan.
- Support exemplary placemaking, with a particular focus on nature positive, Green Blue infrastructure, delivering Net Zero and Living Well Locally, to establish a network of interconnected 20-Minute Neighbourhoods.
- Establish Council expectations to prospective developers for the spatial development of West Edinburgh, providing a framework to inform design requirements for individual landholdings and component sites.

- Form a material consideration for the Council, as Planning Authority, in the determination of planning applications.
- Provide a strategic planning guidance, addressing issues on a pan site basis, considering the relationships and linkages between individual landholdings.
- Establish strategic infrastructure requirements, promoting an ‘infrastructure first’ approach to transport, green blue network, education and health care infrastructure required to deliver the levels of development proposed, this being reflected through the Council’s new Action Programme.
- Provide a further basis for legal agreements to secure developer contributions and other obligations.
- Provide a means of securing Council approval for the West Edinburgh Strategic Masterplan and embedding this as part of the suite of planning policy and guidance.
- Complement other Council initiatives, providing a basis for decision making and potential investment relating to strategic infrastructure and potential phasing of development.

The finalised WEPF and the Strategic Masterplan will inform various types of planning applications including multi-stage consents: Planning Permission in Principle (PPP) and Applications for approval of matters specified in conditions (AMC), and full planning permission applications (FUL).

Planning applications for significant Local, Major, or National development within the WEPF area will be supported by suitable site masterplans and design parameters, these being agreed at PPP, AMC, FUL stages as required. These will be expected to fully align with the finalised West Edinburgh Strategic Masterplan and guidance presented through the WEPF.

1.4 What is the planning status of WEPF?

This version has been prepared as a Consultation Draft for the purpose of engagement and consultation.

The approval of the Council’s Planning Committee is now required to take forward to this stage. Engagement and consultation will take place over a 3-month period between July - September 2023.

At the end of the consultation period, all comments received will be carefully considered and where possible the Council will seek to reflect on feedback, and address issues raised.

The engagement process will be undertaken in parallel with examination of Proposed City Plan. The Proposed Plan currently carries limited material planning weight. It represents the settled view of the Council; however, this is limited by the fact that the Proposed Plan is still subject to examination. The Reporter has been made aware of the continued collaborative working for West Edinburgh, as set out in the Examination submission. This may form inform responses to Further Information Requests on the Examination.

Where parties have submitted representations as part of City Plan in relation to West Edinburgh, these will be considered as part of the City Plan examination process. The Council's Planning Service will need to pay due regard to the Reporter's findings, as the WEPF and Strategic Masterplan are finalised.

It is anticipated that the finalised WEPF and Strategic Masterplan would be presented to Planning Committee in December 2023, or shortly thereafter.

Once agreed by Planning Committee, WEPF will become non-statutory planning guidance and a material consideration in the determination of planning applications, this supporting the strategy, policies, and outcomes of the Development Plan.

The finalised WEPF will replace the existing West Edinburgh Strategic Design Framework (WESDF) and West Edinburgh Landscape Framework (WELF) as a single document.

1.5 How is the WEPF Consultation Draft structured?

The document structure and chapter headings are based around key themes of City Plan and NPF4, these seen as critical to the development of West Edinburgh. These will be reflected in the finalised WEPF document.

The **proposed Key Objectives** advocated through WEPF Consultation Draft are **highlighted in bold/text boxes**.

A series of **Discussion Points** have been posed at the end each chapter. We would welcome your feedback on these issues, in addition to more general comments you may have.

1.6 The West Edinburgh Vision

The vision is for West Edinburgh to become a vibrant, high-density, mixed-use extension to the city with a focus on placemaking, sustainability, connectivity biodiversity and strong landscape framework.

The WEPF sets out the following themes to carry the vision through to all aspects of the framework and development that follows: -

SUSTAINABLE: Design development around green blue, active travel and public transport networks. The WEPF will integrate, enhance and expand nodes and routes to connect people and nature across West Edinburgh and the wider city.

CONNECTED: All parts of the development should incorporate employment, education, recreation, greenspace, local facilities and public transport all accessible within a 20-minute (round trip) by walking or wheeling.

LIVEABLE: Ensure all parts of the urban and natural environment are attractive and inclusive with high amenity standards that promote physical mental health and wellbeing that supports communities at all life stages.

HEALTHY: Tackle the challenge of achieving Net Zero through all aspects of the development including best practice in construction, building performance and longevity, using low and zero carbon energy and reducing transport emissions.

GREEN: Put nature, beauty and recreation at the core of placemaking and ensure a wide range of inclusive and welcoming greenspaces that are accessible via attractive green blue networks woven through the whole area and beyond.

THRIVING: Support a wide range of businesses, services and transport choices that create vibrant local centres and public spaces through mixed use development at a range of densities.

CLIMATE ADAPTED: Complement existing features and topography with innovative design and nature-based solutions to achieve benefits such as noise and air quality, temperature regulation, water management, biodiversity and carbon sequestration.

2.0 Understanding the Framework Area

2.1 The West Edinburgh Context

Forming the western periphery of the city, the character of large swathes of West Edinburgh remains predominantly rural, interspersed with suburban villages to the west and south-west including Newbridge, Kirkliston, Ratho and Ratho Station (*Figure 2: West Edinburgh Context Aerial View*).

Edinburgh Airport, the Royal Highland Showground, RBS Gogarburn Headquarters and Riccarton Campus represent major established uses and employment sites.

Edinburgh Park and The Gyle has also formed a focus for business development since the 1990s, with significant mixed-use development now proposed for Edinburgh Park South.

West Edinburgh has also seen major investment in public transport over the past two decades including the development of Tram Line 1 linking the City Centre with the Airport, rail stations at Edinburgh Park and Edinburgh Gateway and the Ingliston Park and Ride facility and enhanced orbital bus services.

2.2 The WEPF Area

The primary focus of the West Edinburgh Placemaking Framework (WEPF) is as per Proposed City Plan 2030 Policy 16 and Map 24 and its hinterland. The area, lying to the north of the A8 Glasgow Road embraces 190 hectares, extends from Eastfield Road in the west to Maybury junction in the east, with Edinburgh Airport and Turnhouse Road lying to the north (*Figure 3: Local Plan Designations*).

Proposed City Plan 2030 designates the primary extents of WEPF area to as an 'Area of Economic Importance'. Place Policy 16 promotes a range of new opportunities for housing development, with a focus on housing-led, high-density, mixed-use development, with potential for 10,950 residential units (*Figure 4: City Plan Map 25-Housing Sites*). These include: -

- H59 – Saica Packaging, Turnhouse Road (1,000 units)
- H60 – West Craigs Industrial Estate (formerly West Craigs Quarry), Turnhouse Road (200 units)
- H61 – Crosswinds (former Airport runway) (2,500 units)
- H62 – Land adjacent to Edinburgh Gateway (lying east of the Gogar Burn), Glasgow Road (250 units)
- H63 – Edinburgh 205 (land between IBG Phase 1 and Castle Gogar Estate, lying west of the Gogar Burn) (7,000 units)
- IBG Phase 1 (land to the east of Eastfield Road)

An application for planning permission in principle (PPP) relating to the IBG Phase 1 area (Reference: - 15/05580/PPP) is currently the subject to call-in by Scottish Ministers.

Place Policy 16 also identifies an area to the north-west of the Crosswinds site as having potential for development as it contains the now decommissioned runway within the operational area of Edinburgh Airport. This area is important for realising transport connections identified as part of City Plan, including a potential secondary access to the Airport.

2.3 KEY ISSUES

2.3.1 Strategic Connectivity

In terms of road infrastructure, West Edinburgh is primarily served by the A8/A89 corridor, this providing linkages between the City Centre, A720 City Bypass, Edinburgh Airport, and the motorway network.

The WEPF area has also seen significant public transport investment over the past decade including the development of Edinburgh Tram Line 1 which traverses the area and Edinburgh Gateway Intermodal Station, these providing key transport infrastructure in advance of future development.

However, in terms of pedestrian, active travel and public transport connectivity, large parts of the WEPF area are weakly connected to their hinterland and the wider city.

This, in part, can be attributed to the presence of significant edges which bound the WEPF area, including dual carriageways and major traffic intersections, the Edinburgh-Fife railway and adjacent pattern of uses including the Airport where access is restricted.

The delivery of sustainable transport infrastructure from the outset of development will be critical to the development of the WEPF area. Transport interventions to support the levels of development proposed has been extensively considered as part of the West Edinburgh Transport Appraisal (WETA) Study 2016 and Transport Appraisal prepared as part of City Plan 2030.

Key transport infrastructure will include the development of a 'Gogar Link Road', linking Eastfield Road with Edinburgh Gateway and the Gogar roundabout, with this supported by measures to enhance east-west bus movement across the area with an extensive active travel network.

The West Edinburgh Transport Improvement Programme (WETIP) currently being led by the Council is seeking to deliver a range of enhancement measures as part of the Edinburgh and South East Scotland Region City region deal, with a particular focus on public transport and active travel along A8/A89 Corridor.

These issues are further considered as part of Chapter 6.

WEPF will consider the relationships and strategic connectivity with adjacent areas, as outlined below, and identify measures to address issues of severance created by major edges. Where possible, new linkages should seek to reinforce connectivity via the strategic Green Blue Network.

- **Edinburgh Airport**
- **The Gyle Centre and Edinburgh Park**
- **West Craigs/Maybury** – a major housing led development (1750 units) currently under construction on land immediately to the north-east
- **Land East of Millburn Tower (Redheughs Village)** - planning permission in principle granted for 1350 residential units immediately to the south of A8, Glasgow Road
- **RBS Gogarburn**
- **The Royal Highland Showground**
- The **Turnhouse** and **Craigs Road area** to the north-east including Lennie Cottages
- **Ratho village, Ratho Station, Newbridge and Kirkliston** to the west and south-west

Establishing strategic connections with adjacent areas will be critical to realising Living Well Locally and delivering 20-Minute Neighbourhoods, as outlined in Chapter 7.

2.3.2 Landscape Character and Views

The key landscape characteristics of the WEPF area include mature trees, particularly those associated with the Castle Gogar Estate, the Gogar Burn river valley and undulating ridge which defines the southern edge of the area. The River Almond is situated to the north. Key views indicate that the area lies in a lowered area of landscape so is visible particularly in winter from various well-used view points.

Landscape character and views are key factors which must inform development, strategic landscaping and outward facing edges. The layout and design affect both how development shall be perceived from the surrounding area and key vantage points from further afield, as well as how development should seek to offer outward views of key heritage and landscape features.

Key landscape features visible from the WEPF area include the Pentlands, the Ochil Hills, the West Lothian Shale Bings, Lennie Hill, Corstorphine Hill, Arthur's Seat, the Forth Bridge and Edinburgh Airport Control Tower.

Internal to the area, the Category A listed Castle Gogar and the Category B listed former Gogar Parish Church represent important heritage and landscape features.

Development of the WEPF area should prioritise the retention, setting and key views of landscape and heritage features to provide a strong sense of place and seek to respond to the landscape character.

2.3.3 Trees and Woodland

The WEPF area contains a range of mature trees, structural planting and woodland including: -

- Castle Gogar Estate – Mature trees and woodland forming the setting of Category A listed Castle Gogar and Castle Gogar Drive; a tree lined avenue. This area forms a significant landscape feature within the WEPF area.
- Gogar Parish Church – Mature trees forming the setting of the Category B listed building and eastern boundary of the Gogar Burn.
- Trees lining the Gogar Burn Corridor.
- Various mature tree and hedgerow boundaries evident across the area including the tram line.
- RBS Gogarburn – Mature trees forming a contemporary parkland setting for the RBS headquarters, these covered by a blanket Tree Preservation Order.
- Tree planting screening the A8 Glasgow Road, A720 City Bypass and Ingliston Park & Ride site.
- Millburn Tower – Mature woodland along the western boundary of the Redheughs Village site.
- 19th Century informal designed landscape recorded in the Inventory of Gardens and Designed Landscapes, also forming setting of Millburn Tower.

2.3.4 Topography

The topography of the WEPF area is defined by an undulating ridge with land level rising to the north of the A8, Glasgow Road. A pronounced fall in land levels occurs towards the tram line with lower lying land evident towards the Gogar Burn, the Airport and the River Almond (*Figure 5: Topography of the Site*).

The southern edge of the Crosswinds site is similarly defined by a low escarpment ridge to the north of the Tram Depot and Edinburgh Gateway, with land levels gently falling towards the Airport and River Almond.

A Landscape Visual Study has been prepared by the Consultant team as part of the WEPF commission. This has considered the relative visibility of different scales of development and potential impacts to the landscape setting of the city and recommended mitigation measures.

Topography will influence where development, particularly larger buildings might be best placed. Development proposals should seek to respond to the topography of the WEPF area, the landscape context and the setting of the city, whilst also minimising the need for regrading of land, soil disturbance and carbon impact.

2.3.5 Surface Water and Flood Risk

The WEPF area contains locations of flood risk including the existing Gogar Burn corridor, Castle Gogar and the southern extents of Edinburgh Airport (*Figure 6: Surface Water and Flood Risk Mapping*).

It will be critical to ensure that development of the WEPF area seeks to reduce flood risk and achieve climate resilience through sustainable approaches to flood risk and surface water management.

Accounting for existing and projected flood risk from multiple sources in a holistic way that includes the impact of climate change and using the precautionary principle will be key.

Issues relating to the Water Environment including the management of surface water and flood risk are further considered in Chapter 4, Landscape, the Green Blue Network and the Airport

2.3.6 The Gogar Burn

The Gogar Burn, a watercourse forming a tributary of the River Almond, with catchment extending into West Lothian, flows south to north across the WEPF area. Both the Gogar Burn and River Almond are designated as a Local Nature Conservation Site.

A potential diversion and restoration of the Gogar Burn within West Edinburgh, to reduce food risk, improve water quality and enhance biodiversity has been a longstanding aspiration. To support this, a safeguarded alignment (Policy Proposal GS7) is currently identified in the Council's Local Development Plan and this is now reflected in the Proposed City Plan 2030 as Environment Proposal BGN49 and is identified on Map 24.

The safeguarded potential realignment is indicative, and if taken forward, it is anticipated that an exact route would be refined through further detailed work and modelling but will likely require some meandering.

As part of WEPF, potential options for the Gogar Burn are being further explored by the Council and key agencies including SEPA, Scottish Water and NatureScot. Technical feasibility work has been undertaken by Mott Macdonald on behalf of the Council, allowing a potential diversionary channel to be modelled in greater detail. However, airport bird hazard restrictions would have a significant bearing on the design approach and on-going discussions are taking place with Edinburgh Airport's Safeguarding Team and have informed the proposals in the WEPF.

The development of the WEPF area across multiple sites now presents a potential opportunity for the coordinated restoration and enhancement of the Gogar Burn. Potential options for the Gogar Burn are further discussed as part of Chapter 4, Landscape, Green Blue Network and the Airport.

2.3.7 Heritage, Archaeology and Landmarks

The WEPF area contains and is bounded by a range of significant heritage assets which include: -

- Gogar Mains, Iron Age fort, palisaded enclosure and field system (Scheduled Ancient Monument -SAM)
- Castle Gogar and associated buildings (Category A listed, 17th Century - 19th Century)
- Castle Gogar Bridge (Category B listed, 17th Century)
- Castle Gogar Lodge, Gate and Gate Piers (Category B listed, 19th Century)
- Former Gogar Parish Church and Graveyard (Category B listed, late 19th/early 16th Century)
- Gogar Mains farmhouse and steading (Unlisted, early 19th Century)
- Gogar Park Villa, Glasgow Road (Category C listed)
- Millburn Tower (Category B listed, early 19th Century)
- Millburn Tower (Gardens and Designed Landscape)
- 2nd World War pill box associated with RAF Turnhouse (Unlisted)

These features have played an important influence in the historical development of West Edinburgh and make a significant contribution to create a unique sense of place. Their presence of each have been carefully considered in the preparation of the Draft Framework and Strategic Masterplan (*Figure 7: Heritage, Archaeology and Landmarks*).

All heritage assets identified within the WEPF area should be retained, protected, restored or reused as applicable, with due regard to their historic interest and setting.

Discussion Points

- *Do you agree with the overview of key issues and analysis of the WEPF area? Should any other issues be considered?*

Figure 2: West Edinburgh Context Aerial View

West Edinburgh Context



Figure 3: Local Plan Designations

Local plan designations

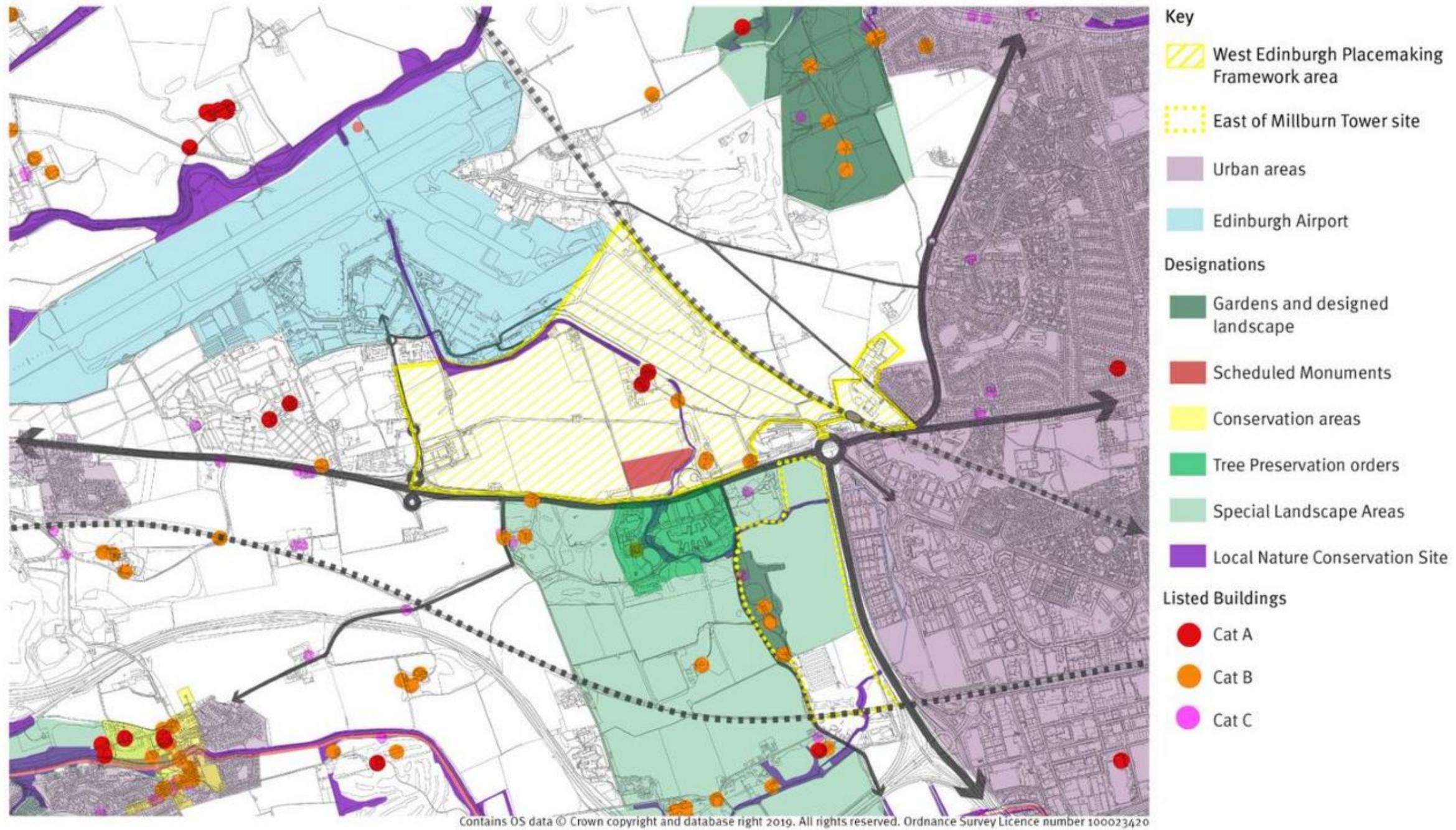
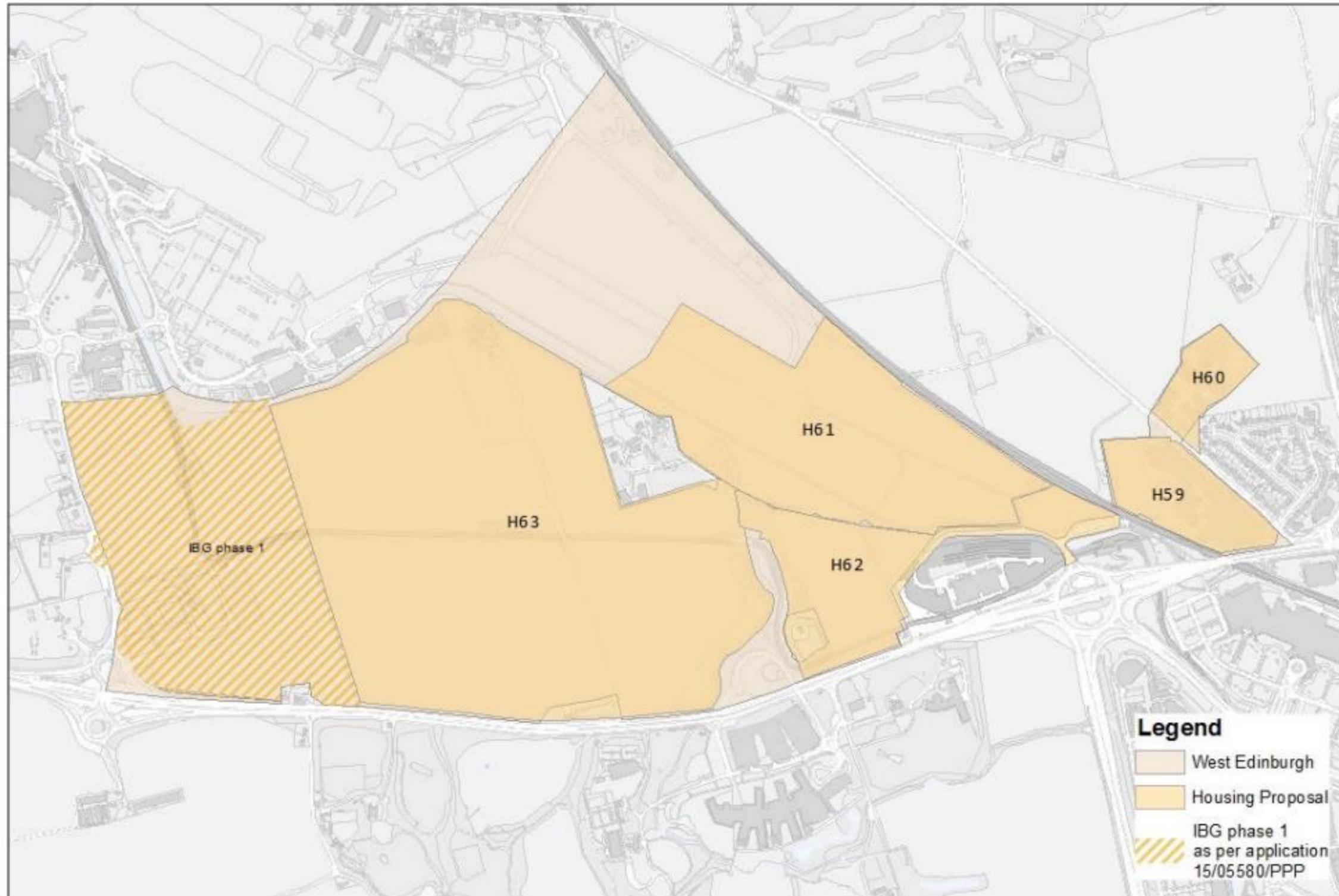


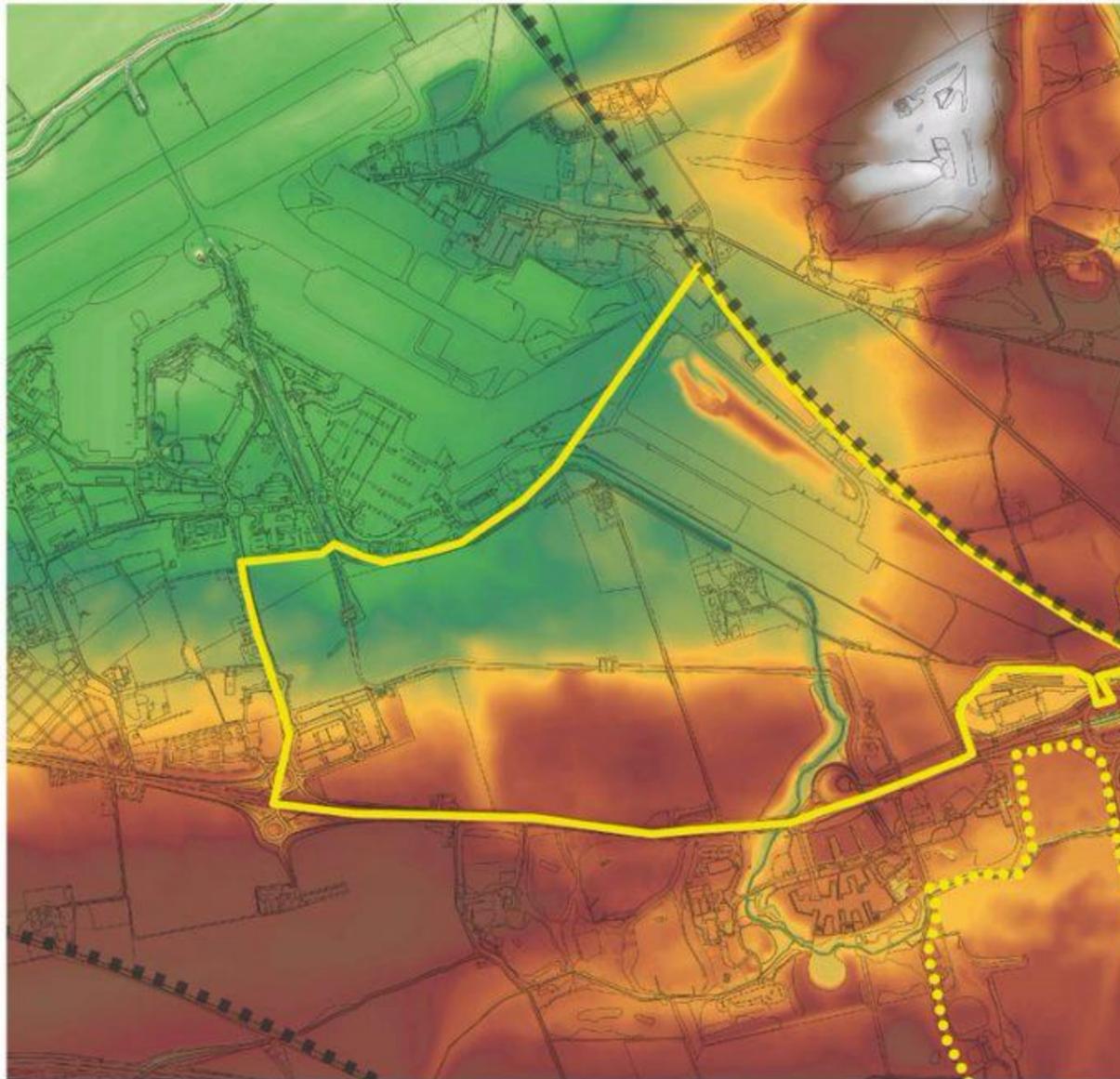
Figure 4: City Plan Map 25 - Housing Sites



Map 25 West Edinburgh housing sites

Figure 5: Topography of the Site

Topography

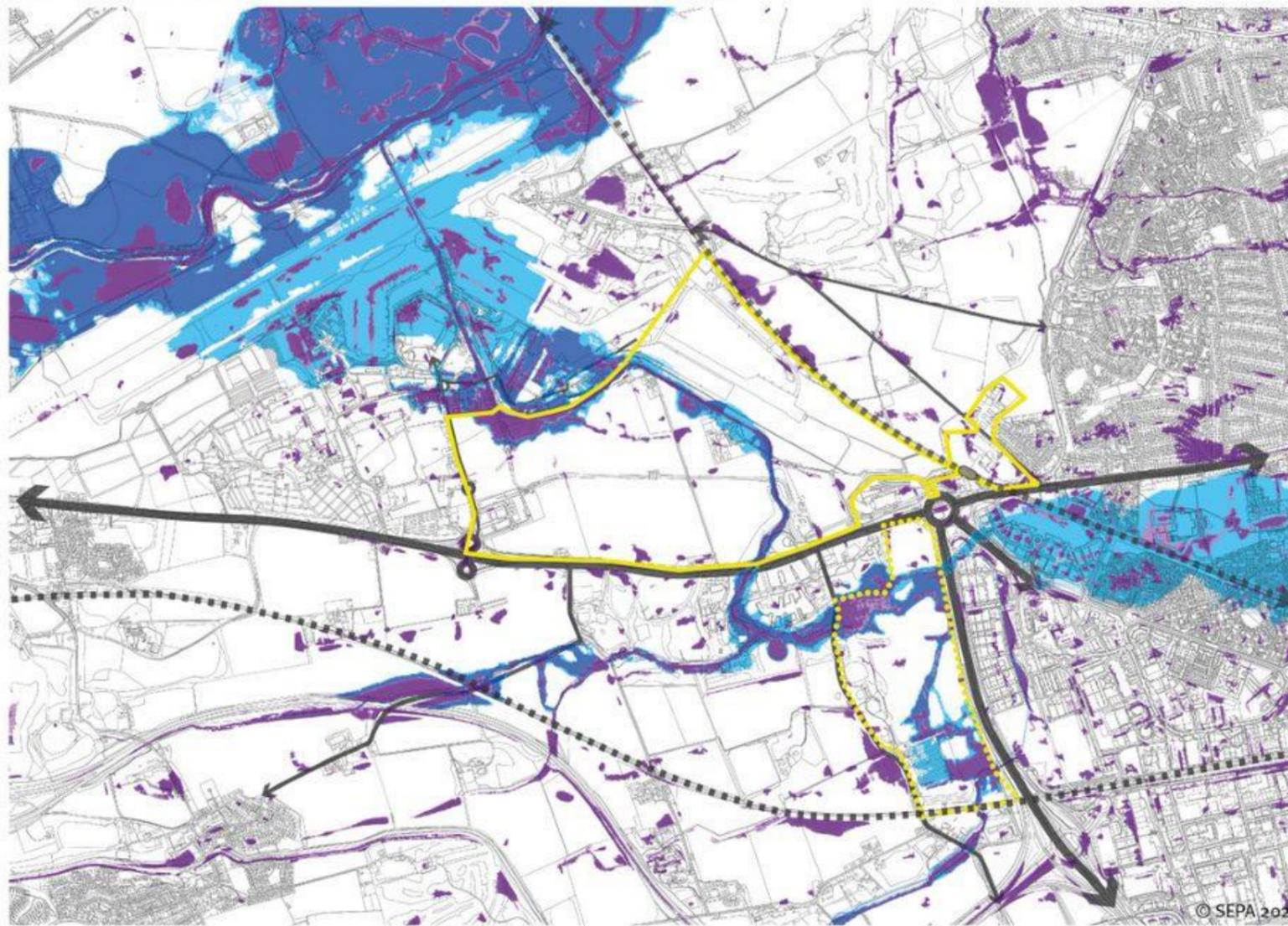


Low 0m High 150m

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Figure 6: Surface Water and Flood Risk Mapping

Surface water and flood risk mapping

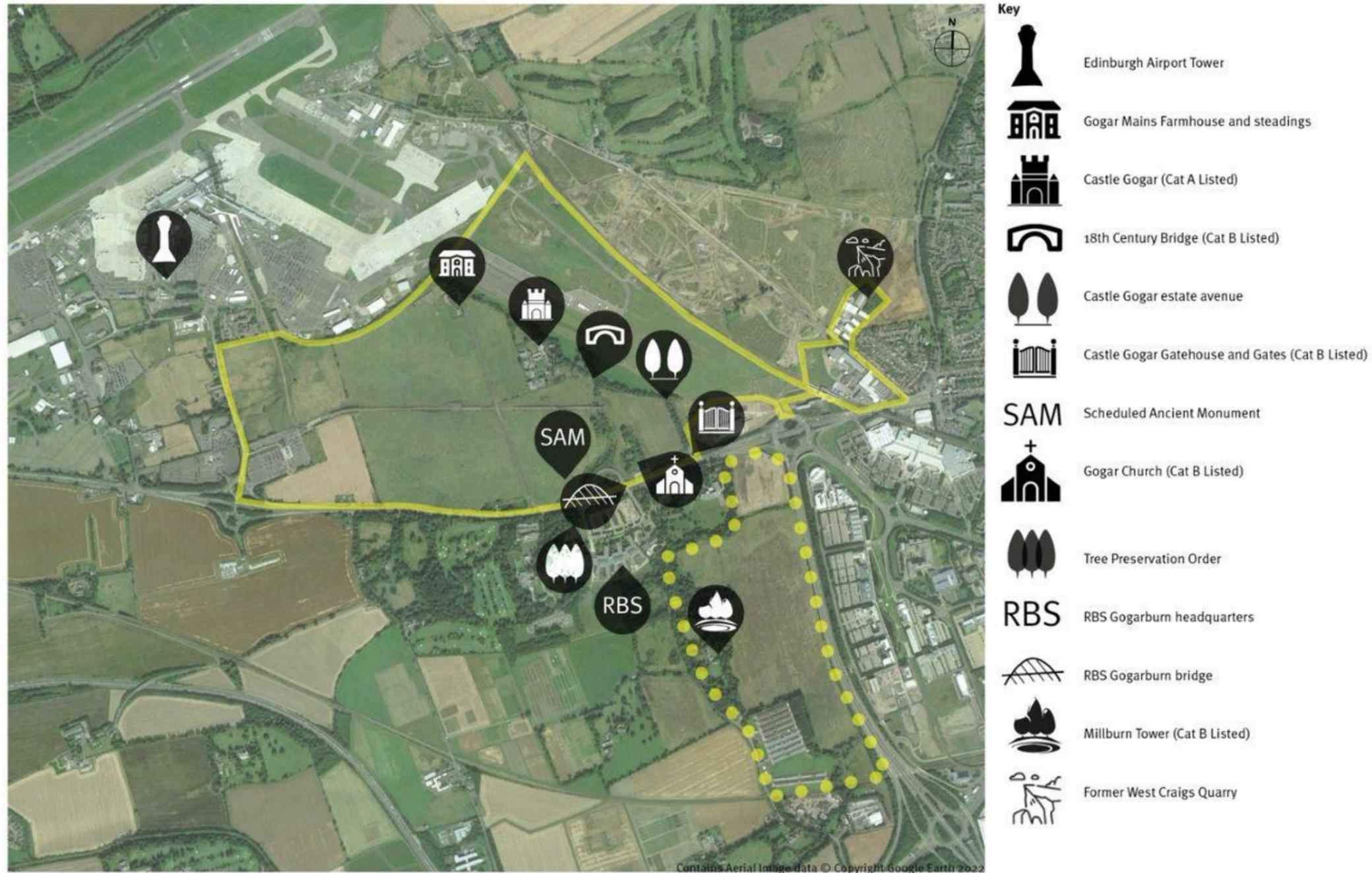


River Low High Surface Low High

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Figure 7: Heritage, Archaeology and Landmarks

Heritage, Archaeology and Landmarks



3.0 Delivering Net Zero

Delivering Net Zero forms a core principle of the proposed West Edinburgh Placemaking Framework.

All development in West Edinburgh should serve as an exemplar for best practice as Edinburgh transforms into a Net Zero City. This chapter sets out the overarching principles on how this shall be achieved.

3.1 Sustainable Buildings

All buildings should achieve net zero operational carbon emissions to meet Proposed City Plan Policy Env 8, Sustainable Buildings, primarily through built fabric efficiency.

All buildings must be long-life, use sustainable construction materials, designed to be resilient to climate change and capable of being repurposed for future changes of use – as per City Plan Policy Env 7, Sustainable Developments. Building materials must meet or exceed best practice for embodied carbon emissions and be capable of re-use at the end of the building’s life cycle. This would also be applicable to the design infrastructure and landscape.

3.2 Energy

The location and proposed density of development in West Edinburgh provides an opportunity to generate and utilise energy from net zero sources.

Heating should be provided via heat networks using renewable energy unless an existing heat source can be utilised that generates no additional emissions to serve the development as per City Plan Policy, Inf 16, Sustainable Energy and Heat Networks. Electricity should be from wholly renewable sources as part of the development.

The scope and nature of a coordinated heat network can be considered further once more detailed information is established in this consultative draft, for example in relation to school locations given the importance of understanding more about prospective end-users and anchor loads as part of heat network planning.

3.3 Sustainable Travel

Create dense, 20-Minute Neighbourhoods centred around good public transport and active travel links with a minimal need for travel by private car.

Promote mobility hubs at public transport nodes and areas of high footfall to promote sustainable travel options.

Limit parking levels whilst maximising opportunities for electric vehicle charging.

3.4 Green Blue Infrastructure

Green and blue infrastructure solutions shall be used rather than hard engineered solutions to address issues such as surface water management – as per City Plan Policy Env 7, Green Blue Infrastructure. This shall reduce embodied carbon emissions associated with construction of infrastructure and present opportunities to capture carbon emissions. Green blue infrastructure should be designed to be low maintenance to reduce emissions associated with upkeep. Maximise the retention of existing blue and green space to preserve soils in-situ. Where soil is excavated this should be reused on site.

Discussion Points

- *Do you agree with the level of emphasis and Net Zero measures that have been identified?*

4.0 Landscape, Biodiversity, Green Blue Network and the Airport

4.1 Green Blue Network

The natural environment including greenspace, trees, water, biodiversity are essential factors in climate regulation, flood management, health and the quality of life.

Green, blue and green-blue spaces play an important role in recreation, health and biodiversity and improve climate resilience by providing rainwater management, flood alleviation and urban cooling.

When green and blue spaces are spatially connected, they can form a 'network', enhancing the benefits they offer as stand-alone spaces. Connections between spaces can act as conduits for water flows, corridors for pollination and animal or insect movement. They can also serve as recreation routes, provide mitigation against noise when bunds are designed and offer enhancement to air quality.

City Plan Environment Proposal BGN48 - West Edinburgh Green Network requires development to consider how the area connects into the wide, strategic green network in West Edinburgh in creating a landscape structure and green network as a setting for development which incorporates north-south and east-west corridors, linked blue/green spaces, water management and ecosystem services (Figure 8: Strategic Green Network).

Specifically, this network will support the implementation of National Developments and Policies identified in NPF4: -

National Development 5: 'Urban Sustainable, Blue and Green Surface Water Management Solutions' which require blue green infrastructure to be prioritised within developments as part of the infrastructure first principle to provide resilience and adaptation to climate change.

National Development 7: 'Central Scotland Green Network' identifies that 'priorities will include enhancement to provide multi-functional green blue infrastructure that provide the greatest environmental, lifelong and physical health, social wellbeing and economic benefits.'

Policy 1, Tackling the Climate and Nature Crises

Policy 2, Climate Mitigation and Adaptation

Policy 3, Biodiversity

Policy 4, Natural Places

Policy 5, Soils

Policy 20, Blue and Green infrastructure

Policy 22, Flood Risk and Water Management

The provision of a strategic Green Blue Network is fundamental to the development of an interconnected, climate adapted, biodiverse new area of the city. At its heart, the network should provide multiple benefits, especially for the movement of people, nature and water.

The Green Blue Network has various components, ranging from larger scale open spaces and connecting green corridors/routes, down to small scale individual green blue features such as street trees and on-street rain gardens (Figure 9: Green Blue Network).

The delivery of a Strategic Green Blue Network will be critical to the sustainable development of West Edinburgh. This would link into the wider green network of the city allowing connectivity for habitats and species movement. The Green Blue Network would allow people to move comfortably through and beyond the WEPF area by walking and wheeling in attractive, safe, green environments.

Green Corridors/Routes within the Green Blue Network should be a minimum width of 40 metres to incorporate the active travel routes and the required network of natural spaces.

Green Streets within the Green Blue Network must be wide enough to provide multi-functional benefits with a width of 33 - 38 metres.

There should be a continuous, connected off road active travel route - minimum width 40 metres - forming around WEPF area to maximise accessibility and recreational benefits.

Different landscape treatments will provide a robust landscape structure that corresponds to the proposed Character Areas creating a strong sense of identity and providing ecosystem services.

There shall be a presumption against noise fencing in WEPF, looking at landscape solutions to mitigate against noise.

Green blue infrastructure within the proposed network shall be maintained by a landscape management company, apart areas which would be maintained by the Council and private gardens. These will include:

- All large parks
- All roads and public realm
- All landscapes subject to Section 7 which will remain the liability of the Council but maintained by the developer's landscape management company.

4.2 The Water Environment

The Gogar Burn forms the principal watercourse passing through the WEPF area and is fed by several smaller watercourses including the Ratho Channel and various field drains. It flows into the River Almond located to the north of the WEPF area.

NPF4 Policy 20, Blue and Green Infrastructure requires blue green infrastructure to be prioritised within developments as part of the infrastructure first principles to provide resilience and adaptation to climate change. The Vision for Water Management in the City of Edinburgh highlights key objectives for Water Management in Edinburgh.

Climate change predictions require a new way of thinking about surface water management and the Green Blue Network is fundamental in realising the effective, safe management of surface water.

Sustainable water management will form an integral component of the Green Blue Network in the WEPF area. Surface water will be managed using SUDS and nature-based solutions integrating green and grey infrastructure with a presumption against gullies, tanking or surface water entering the sewage system.

- All local level storm events up to the **1 in 30 years (+ climate change)** shall be attenuated within plots, green streets, green corridors and green spaces using nature-based solutions including planted **dry swales, SUDS trees and raingardens along the routes**.
- Landscape and roads within the development should be designed to convey exceedance flows caused by storm events up to **1 in 200 years (+ climate change)** to greenspaces for attenuation and infiltration.
- The Gogar Burn restoration and enhancement will provide flood alleviation capacity for up to **1 in 1000 year (+ climate change)**.
- Greenspaces used for attenuation should provide attractive shallow and multifunctional basins integrated with park design. Selected hard landscaped areas can also be designed to provide temporary attenuation.
- Existing natural drainage features within the WEPF area shall be retained as part of development.

However, airport bird strike hazard management restrictions present significant challenges in respect of the water environment. The risk of attracting hazard bird species to the area and on-going maintenance of that risk means within the landscape rainwater must only stay on the ground surface for up to 48 hours.

The conveyance and management of surface water must be considered early in the design process of the Green Blue Network. This must be in accordance with the requirements of the current flood regulations, Council policy and Edinburgh's Water Management Vision.

The Green Blue Network will allow water to move safely preventing standing water to reduce bird hazard risk to the Airport. Landscape features will be used to safely move the water above ground for reuse and dispersal and on beyond the WEPF area during larger rainfall events. No gullies will be acceptable.

All water attenuation features shall be designed to avoid holding standing water for more than 48 hours to deter birds in line with Airport safeguarding requirements. Potential for underground attenuation in raingardens and sports pitches for reuse in drought periods should be explored. Underground storage tanks will not be acceptable.

Existing man-made drainage features within the WEPF area shall be carefully considered, retained and re-meandered in green routes/corridors.

4.3 The Gogar Burn

The historic channel of the Gogar Burn has been extensively modified and culverted during the 20th Century, most notably during the development of Edinburgh Airport.

This has led to fragmentation of the habitat required to support fish and other aquatic life and prevents upstream passage. These modifications have also exacerbated flooding and accumulation of silt. The presence of invasive Giant Hogweed is common along the Gogar Burn and requires co-ordinated removal. As such, the existing section of the Gogar Burn which crosses the WEPF area has scope to be improved.

The development of the WEPF area across multiple sites now presents a potential opportunity for a coordinated restoration and diversion of the Gogar Burn. This has the potential to reduce flood risk to the Airport and the risk of standing water to the surrounding landscape by the creation of a new channel feature linking the existing river to the Almond.

This would also present opportunities to enhance certain habitats. However, the proximity of the Airport requires very careful attention to all aspects of the design and maintenance regimes in order not to increase the risk of attracting hazard bird species. This includes any increased flood risk to the surrounding landscape as standing water can attract hazardous birds.

As flooding is expected to increase due to climate change, this adds another dimension to the design challenge to the restoration or potential diversion of the Gogar Burn. Therefore, whilst potential for complete nature restoration is complex, the design of the river environment could provide suitable habitats for a mix of species and non-risk bird species.

Alternatively, a safeguarded corridor and buffer zone for the Gogar Burn could form a central part of a strategic Green Blue Network, connecting sites within the WEPF area and across the wider city. A safeguarded alignment should function as a green corridor, until such a time a project to divert and restore the Burn could be realised.

In terms of the current stage of design development to restore, enhance and/or divert the Burn, these can be summarised as follows: -

Option 1 - This option provides a full channel restoration, lowering flood risk and allowing fish passage by designing the routes to be compatible with fish movement upstream. The existing river channel could be used for SUDS drainage of the Airport and the WEPF sites (*Figure 10: Blue Networks and Surface Water Management: Option 1*).

Option 2 - The option would not move the river but provide a flood relief channel reducing flood risk for the Airport. This solution is unlikely to achieve fish or safe otter passage (*Figure 11: Blue Networks and Surface Water Management: Option 2*).

There are a number of different landscape designs that need to be explored in more detailed for both option 1 and option 2, and the advantages and disadvantages carefully weighed up.

To further develop and advance these proposals, it is recommended that a Gogar Burn Partnership be established between the Council and key agencies including Nature Scot, Scottish Water, SEPA, West Lothian Council and Edinburgh Airport to look at the Gogar Burn catchment holistically to improve both flooding issues and nature recovery.

4.4 Trees and Woodland

The trees and woodland make an important contribution to the character, history and quality the WEPF area providing biodiversity, landscape, water attenuation and cultural benefits including mental health benefits.

All existing trees, woodland and hedgerows identified within the WEPF area should be retained and incorporated as part the proposed Green Blue Network and landscape design for individual developments.

New tree planting shall be included to renew Edinburgh's canopy cover, this being climate change resilient and addressing with Airport Safeguarding requirements. A significant overall tree canopy of 30% of overall space between buildings, aligned with Airport requirements, will be provided to help create a climate resilient development.

4.5 Soil

NPF4, Policy 5 - Soils seeks to minimise levels of disturbance to soils on previously undeveloped land. The disturbance of soils can also contribute to a loss of carbon storage. The WEPF advocates working with the area's topography to minimise the need for building development platforms.

The removal and movement of soil shall be minimised by designing development to respect existing topography. Soil that is moved shall be temporarily stored and reused on site.

4.6 Biodiversity

At the G7 summit in June 2021, the UK committed to 'halt and reverse biodiversity loss' by 2030, becoming Nature Positive by 2030. Edinburgh has since declared a Nature Emergency in February 2023.

Habitats present within the WEPF area include the partly modified Gogar Burn, grassland areas of scrub, woodland, and mature trees. There is evidence of a range of species including otter, a variety of birds and insects with potential for bats and reptiles.

The West Edinburgh Development Principles in City Plan 2030 Place 16 identifies that there is a requirement 'for a sustainable place with increased biodiversity and a net zero carbon target and adapted to climate change'.

4.7 Creating places for nature close to the Airport

The proximity of the WEPF area to Edinburgh Airport and the requirement to consider hazards relating to bird strike presents challenges relating to restoring habitat and habitat rich landscape design. However, the creation of an interconnected green blue network will allow for ecological connectivity throughout the site and will provide an opportunity for a type of nature network to be created subject to Airport restrictions.

Developing places to maximise opportunities for nature will be possible through careful and detailed landscape design but development must not result in increased risk to the Airport.

The proposed Green Blue Network could: -

- Retain natural features of ecological value and link existing habitats at ground level.
- Provide fish and otter passage from the Almond River and along the Gogar Burn to the Almond.
- Contain a selection of trees, hedging, grassland and shrubs this being subject to agreed maintenance regimes to ensure the planting design does not attract hazard bird species.
- Contain appropriate trees but maintain space between canopies and avoid standing water in all landscapes.
- Maximise pollinators using native or sterile planting mixes which do not provide food for hazard bird species and ensure grass management systems are in place.
- Avoid all flat roofs, green roofs, blue roofs and any upstanding solar panel on roofs to avoid the habitats that attract hazard species e.g. gulls.

Discussion Points

The WEPF Consultation Draft establishes a rationale for the development of a Strategic Green Blue Network this addressing flood risk, climate adaptation and nature recovery.

- *Do you agree with the overarching aims, location, and extents of the proposed Green Blue Network?*
- *Should alternative proposals be considered and, if so, where should Green Blue infrastructure be optimally located?*
- *The restoration, enhancement and potential diversion of the Gogar Burn forms a key element to the development of a Green Blue Network within West Edinburgh. Of the options outlined in relation to the Gogar Burn which do you prefer and why?*
- *Do you support the setting up of a partnership to look at the Gogar Burn holistically?*

Figure 8: Strategic Green Network

Strategic Green Network

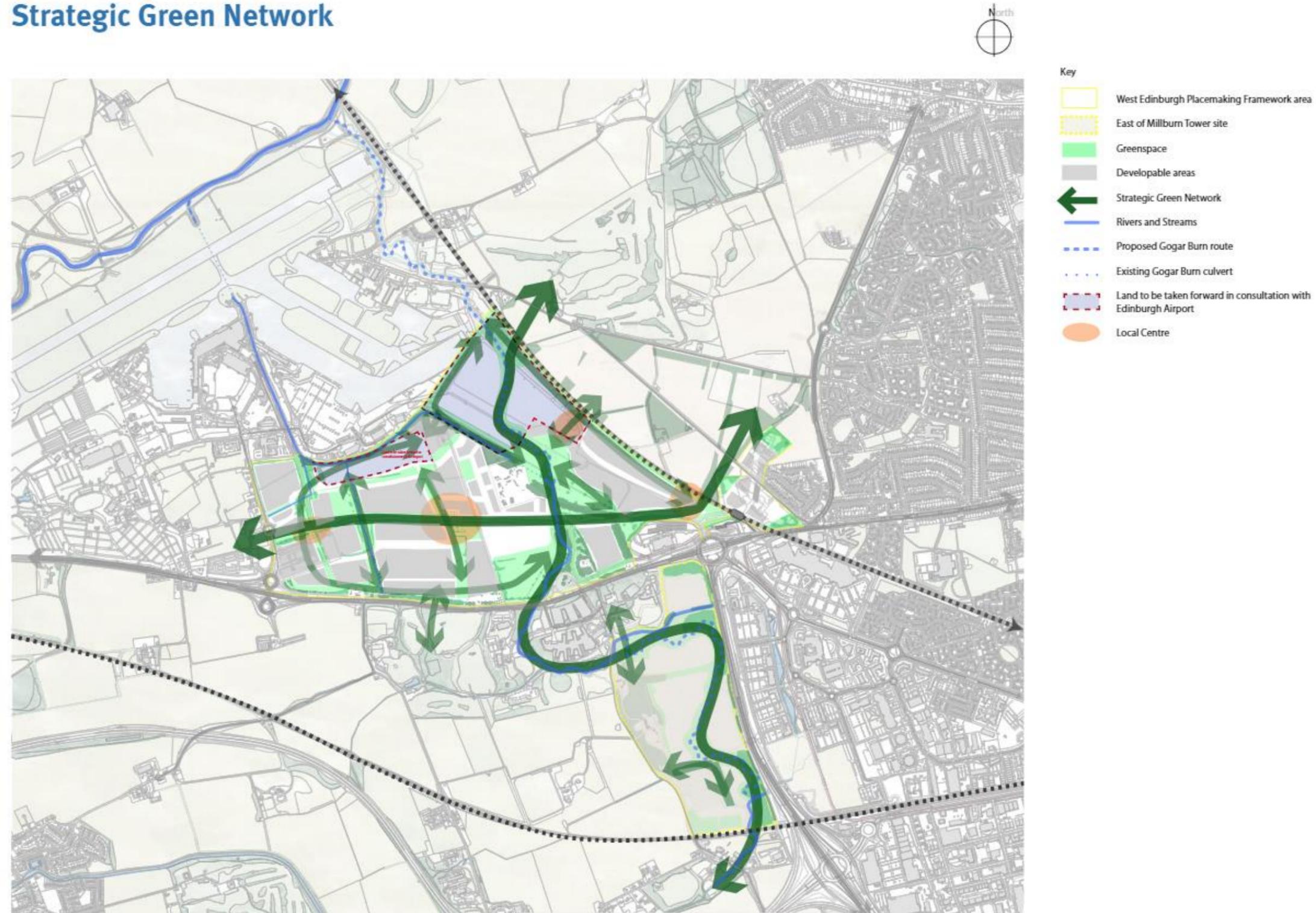


Figure 9: Green Blue Network

Green Blue Network

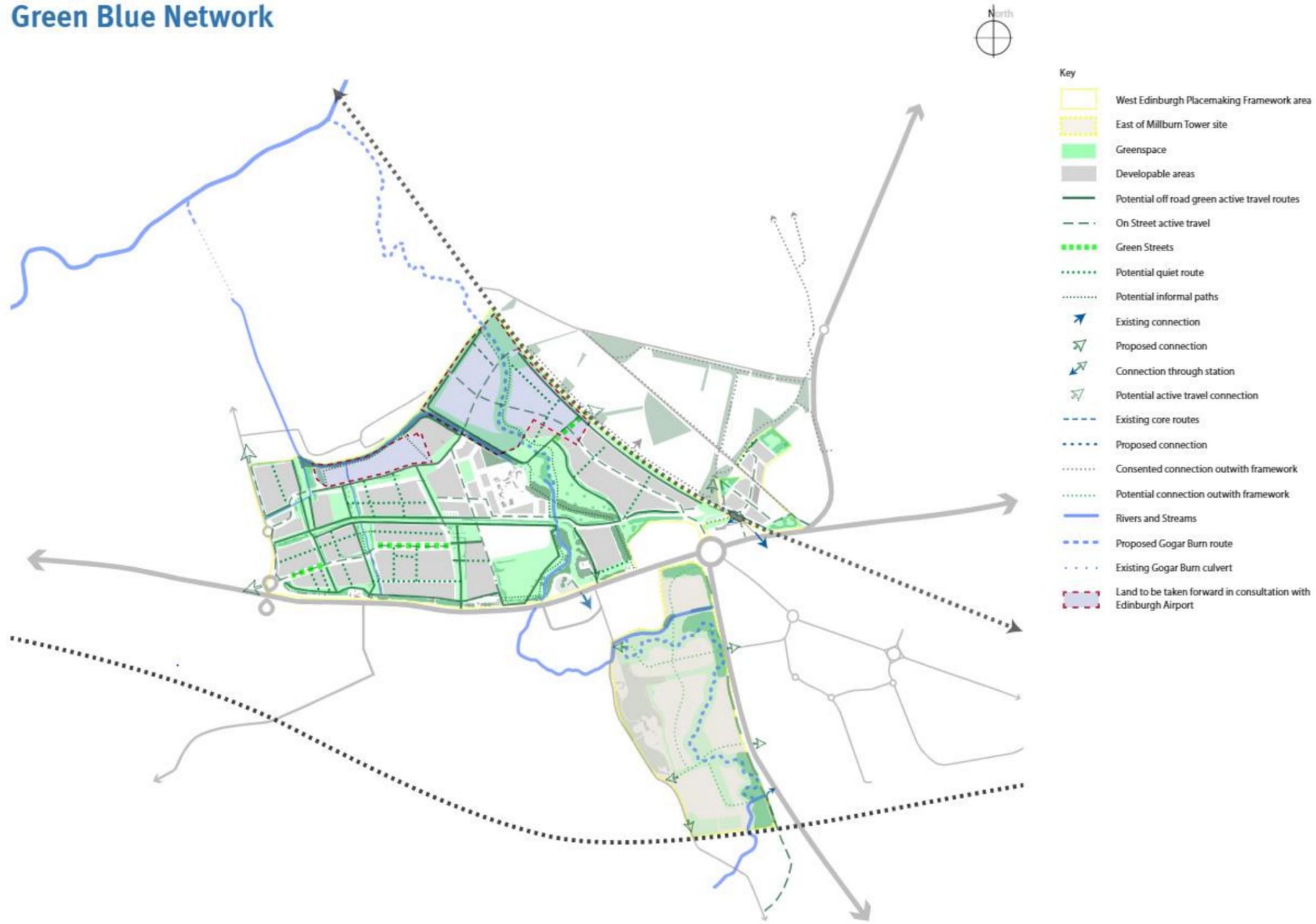


Figure 10: Blue Networks and Surface Water Management: Option 1

Blue Network and Surface Water Management option 1

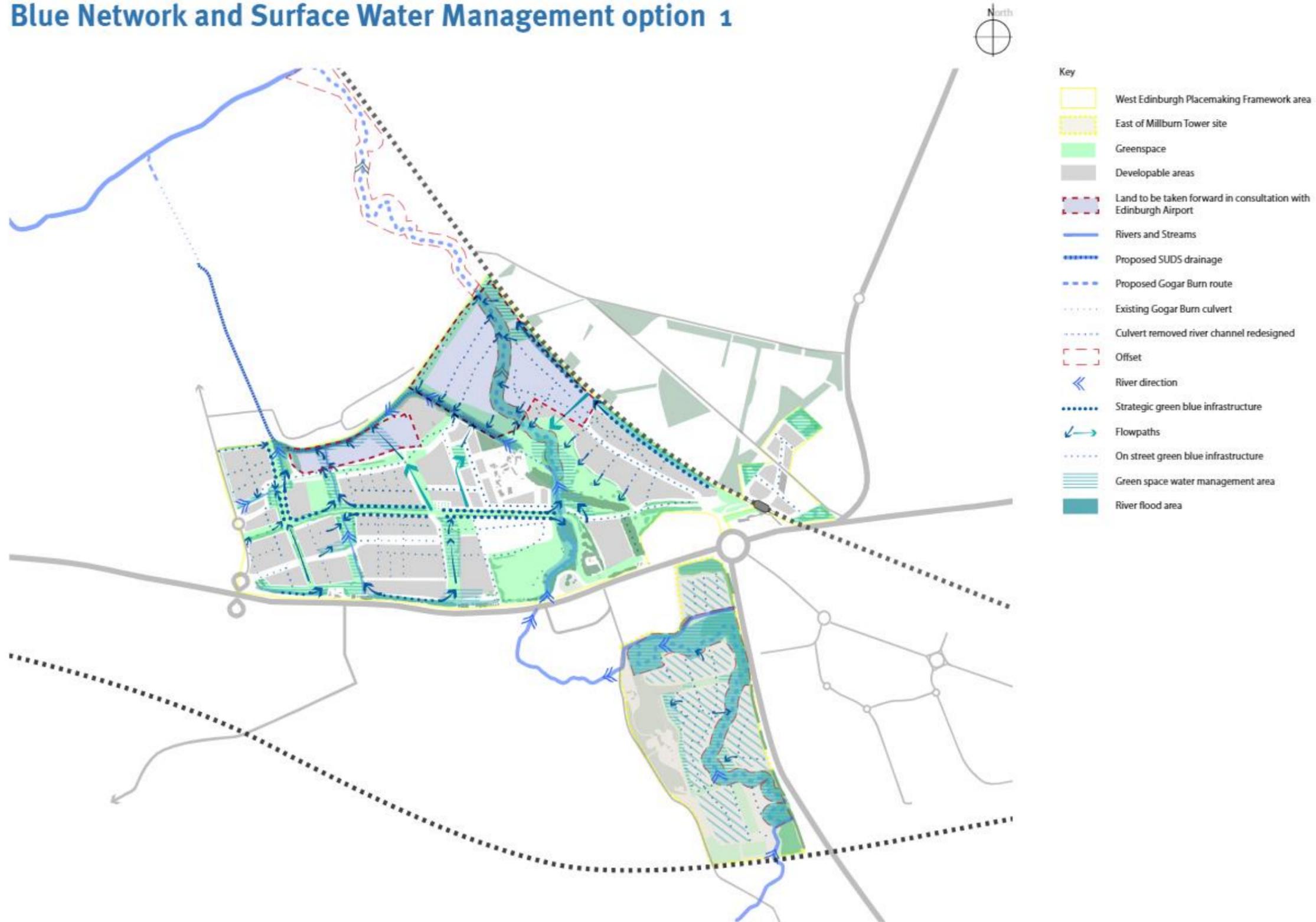
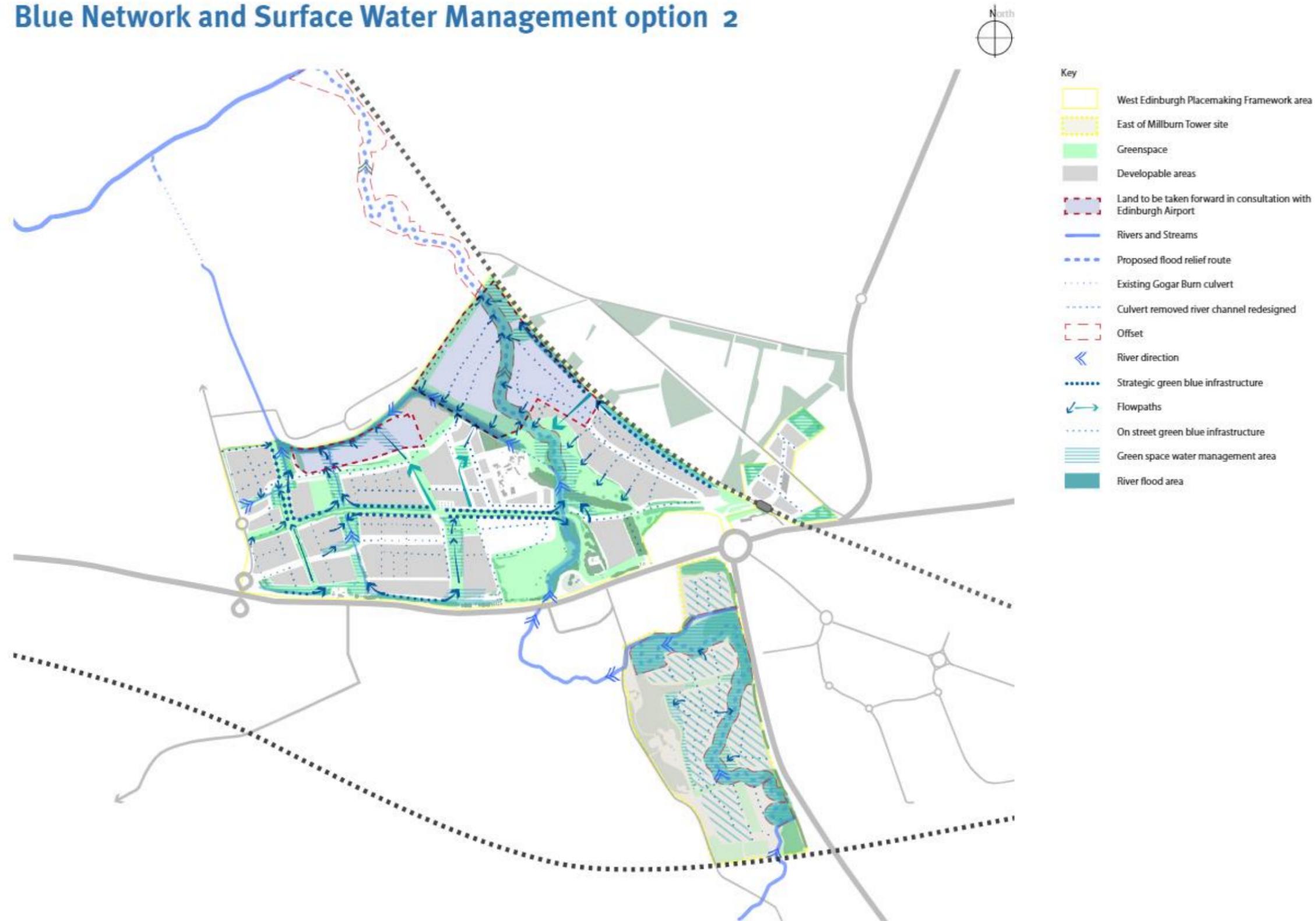


Figure 11: Blue Networks and Surface Water Management: Option 2

Blue Network and Surface Water Management option 2



5.0 Strategic Open Space, Play and Recreation

5.1 Open Space Hierarchy

WEPF seeks to establish a clearly defined hierarchy of open space to support the level of development of a major extension to the city.

Principles outlined in City Plan Place Policy 16 refer to a strategic green network in West Edinburgh creating a landscape structure and setting for development which incorporate green routes/corridors and views.

The Council's Open Space Strategy sets out that all homes should be adequately served by open space in line with the standards for different sizes of open space. Place Policy 16 further states that development shall provide new outdoor play facilities as necessary to ensure all homes in the site are adequately served by play facilities in line with the Play Access Standard set out in the set out in the Open Space Strategy.

City Plan also outlines a series of Environment Proposals (BGN 52-56) which articulate requirements for open space and play facilities relating to specific sites within the WEPF area.

The provision of quality greenspaces will be key to realising 20-Minute Neighbourhood objectives. NPF4 Policy 15 – Local Living and 20 Minute Neighbourhoods states that consideration must be given to the level and quality of interconnectivity of development with the surrounding area, including local access to playgrounds, informal play opportunities, parks, green streets and spaces, community gardens, opportunities for food growth and allotments, sport, and recreation facilities.

THE WEPF area is currently heavily contained by significant edges with an absence of strategic connections to the surrounding area. The WEPF outlines a series of measures to address these issues. However, it will be critical that a hierarchy of greenspace forms an integral component of the WEPF approach - both to support 20-minute neighbourhood principles and the realisation of a sustainable communities at the early stages of development.

Proposals for Open Space and the Green Blue Network outlined in the WEPF Consultation Draft will inform the Council's new Open Space Strategy, which will replace the existing Open Space 2021. This document will outline Edinburgh's strategy to protect, look after and expand the city's network of green spaces for the next 5 years.

The provision of parks and Green Blue Network within the WEPF area is cognisant of open space and green network provision in the wider area. Where possible, WEPF seeks to promote connections to adjacent parks and strategic Green Blue network, e.g. new large parks now implemented as part of the West Craigs/Maybury development (*Figure 12: Parks and Play Facilities*).

Everyone living in the WEPF area should have access to a range of green space and outdoor facilities. The WEPF Consultation Draft promotes a Hierarchy of Open Space to meet varied needs, support the development of a Strategic Green Blue Network, provide a structure for development and infrastructure and 20-Minute Neighbourhoods. This would include: -

- Large Parks
- Local Parks
- Allotments and Community Gardens
- Other public green spaces including Green Routes/Corridors, a Central East-West Link, Green Streets, Neighbourhood Spaces, Pocket Parks, Natural Places and private gardens.
- Play Spaces

5.2 Large Parks

The WEPF area should be served by a coordinated network of large open spaces, these forming the foundation for a comprehensive Green Blue Network for West Edinburgh. The network should seek to provide connections between the various parks both across the WEPF area and beyond.

Large Parks should meet the following requirements: -

- Be greater than 2 hectares.
- Be located so as to ensure all homes in the development are within a 10-minute walking distance (800 metre walk) of an accessible large greenspace of at least 2 hectares.
- Should contain areas of genuine open space as well as more natural areas, these providing both habitat value for ecology as well as informal play opportunities.
- Explore potential for sustainable energy provision i.e. ground source heat pumps.

The various large parks will perform a range of important water management functions, as outlined in Chapter 4.

To support the level of development proposed it is expected that the WEPF area would include the following: -

- 1) Parkland focussed on the Gogar Burn**, lying to the east of the Castle Gogar Estate, including a potential realigned Gogar Burn channel extending to the north of the WEPF area.
- 2) Archaeological Park** based on the Gogar Mains Scheduled Ancient Monument (SAM). Due to its heritage significance, the underlying landform must be retained with no groundworks.
- 3) Linear Park to the A8 edge fronting Glasgow Road** with a landscape treatment forming an attractive boundary and gateway into Edinburgh and the City.
- 4) Central park** located at the proposed Gogar Local Centre and adjacent to the indicative locations of the proposed Primary and Secondary School.
- 5) North western park** located north east of the Ingliston Local Centre and associated primary school.

5.3 Local Parks

In some instances, it will be necessary to make provision for local parks to supplement the network of large parks in addition to the green space shown on the Masterplan/ Park and Play Facilities maps. Given their smaller scale, it may not be possible to accommodate the same range of functions and character, but a level of variance should be achieved in their design.

Local Parks should meet the following requirements: -

- Greater than 500 square metres.
- Local greenspaces close to homes play an important role in how people feel about their neighbourhood and offer convenient spaces for the everyday enjoyment of the outdoors.
- All homes should be within a 5-minute walking distance (400 metres walk) of a 'good' quality accessible greenspace of at least 500 square metres.
- Provide open space of a nature for smaller groups of people, particularly younger children.
- Should contain areas of genuine open space as well as more natural areas, these providing both habitat value for ecology as well as informal play opportunities.

Local Parks within the WEPF area are expected to play an important water management function, as set out in Chapter 4, with surface water management areas serving as attractive features of ecological value.

5.4 Allotments and Community Gardens

The design of allotment sites should meet the standards set out in the Scottish Allotments Site Design Guide 2013, with provision being based on the equivalent of 1 plot per 50 units.

5.5 Off Road Active Travel Green Routes/Green Corridors

The green routes offer semi-natural, off-road paths for walking, wheeling and cycling to ensure a more natural and quieter route for people, creating green corridors.

Green Routes/Corridors will also play an important role in creating nature networks and facilitating surface water management - providing routes to take water from exceedance events (large storms) safely into larger greenspaces and lower lying areas. The presence of planting and swales have the potential to enhance biodiversity.

Green Routes are shown in figure 9, including links with the Strategic Green Blue Network in the following locations: -

- **A8/Gogarstone Road** – potential 'at-grade' crossing over the A8 to provide link with Gogarstone Road (promote as a potential 'Quiet Route'), open countryside and Ratho Village.
- **A8/Gogar Station Road** – At-grade crossing over the A8 to provide a link between Castle Gogar Estate via the Gogar Burn corridor, Redheughs Village, open countryside and Riccarton Campus.
- **Northern bridge link over the railway to Turnhouse Road** – potential linkages to open countryside including Lennie Hill, Cammo Park Estate, River Almond valley and John Muir Way at Cramond Brig.

- **Bridge link over railway to link Crosswinds area with West Craigs/Maybury** development and open space network.
- **Bridge over railway to link Edinburgh Gateway** with Green routes being implemented as part of West Craigs/Maybury development.

Green routes within the Green Blue Network shall be wide enough to provide multi-functional benefits with a minimum width of 40 metres to ensure a green corridor function. All green routes within the WEPF area should seek to promote a continuous, connected off-road path network to facilitate recreation and safe routes, and should include circular walks and running routes. The designs will consider the perception and reality of safety for people and all footpaths and cycleways should be illuminated.

5.6 Central East-West Link

A Central East- West link would generally align with the tram route as it runs through the H63 site, before crossing the Gogar Burn and Castle Gogar Estate towards Edinburgh Gateway to the north side of the Tram Depot. The link would also provide a green setting for sections of the proposed 'Main Street' (also referred to as the Gogar Link Road.)

This area would also serve as a Green Route with a range of characters evident along its length, including proposed plaza areas at Ingliston Local Centre and Gogar Town Centre. However, the conditions presented by the tram route, i.e. topography, embankments, cuttings, drainage infrastructure and vehicle crossing locations previously delivered as part of tram construction will have a bearing on future development layout. Various areas have been 'tested' to illustrate the design approach which has informed the development of the WEPF and Masterplan.

The position of additional crossings to ensure effective permeability through the WEPF area, particularly for walking and wheeling will also require careful consideration with these being signalised for safety.

A key aspect of the WEPF area layout and Green Blue Network should be a Central East-West Link, this incorporating the existing tram route and sections of the proposed 'Main Street' with a range of landscape and urban characters being introduced along its length.

5.7 Green Streets

Green Streets will play an important role within the WEPF area, bringing Green Blue infrastructure into the urban environment alongside vehicular travel in a way that benefits people, nature, active travel, water management and climate resilience.

Green Streets can comprise a variety of green spaces such as play, gardens, quiet seating areas and meeting places offering opportunities for SUDS feature including raingardens and urban swales. Active travel routes should generally be segregated from the vehicular carriageway.

These would serve a complementary role to green routes by achieving benefits in the finer grain of an urban environment and alongside vehicular travel, which means they can be achieved in many circumstances where Green Routes are not possible.

Green streets should have a width of 33 - 38 metres to incorporate trees, SUDS, active travel, footways and privacy thresholds to buildings with 10 metres of this incorporating a linear park zone and can comprise a series of pocket parks offering quiet areas, safe spaces, public gardens, street trees, sculpture and play space.

Sections:

Green Street



Indicative Green Street section (Atkins/Collective Architecture)

5.8 Play Spaces/Sports and Leisure Facilities

The Council's Open Space Strategy sets out play access standards for new development. All house and flats should have access to at least one of the following: -

- Good play value – within 800 metres walking distance
- Very good play value – within 1200 metres walking distance
- Excellent play value – within 2000 metres walking distance

A skatepark and Multi-Use Games Areas (MUGA) shall be provided. These should be located where it is easily accessible by walking, wheeling, cycling or public transport and within reasonable walking distance of a local centre. There should also be sports pitches/ courts and indoor leisure facilities that are available to schools and community.

All Open Space within WEPF area should seek to: -

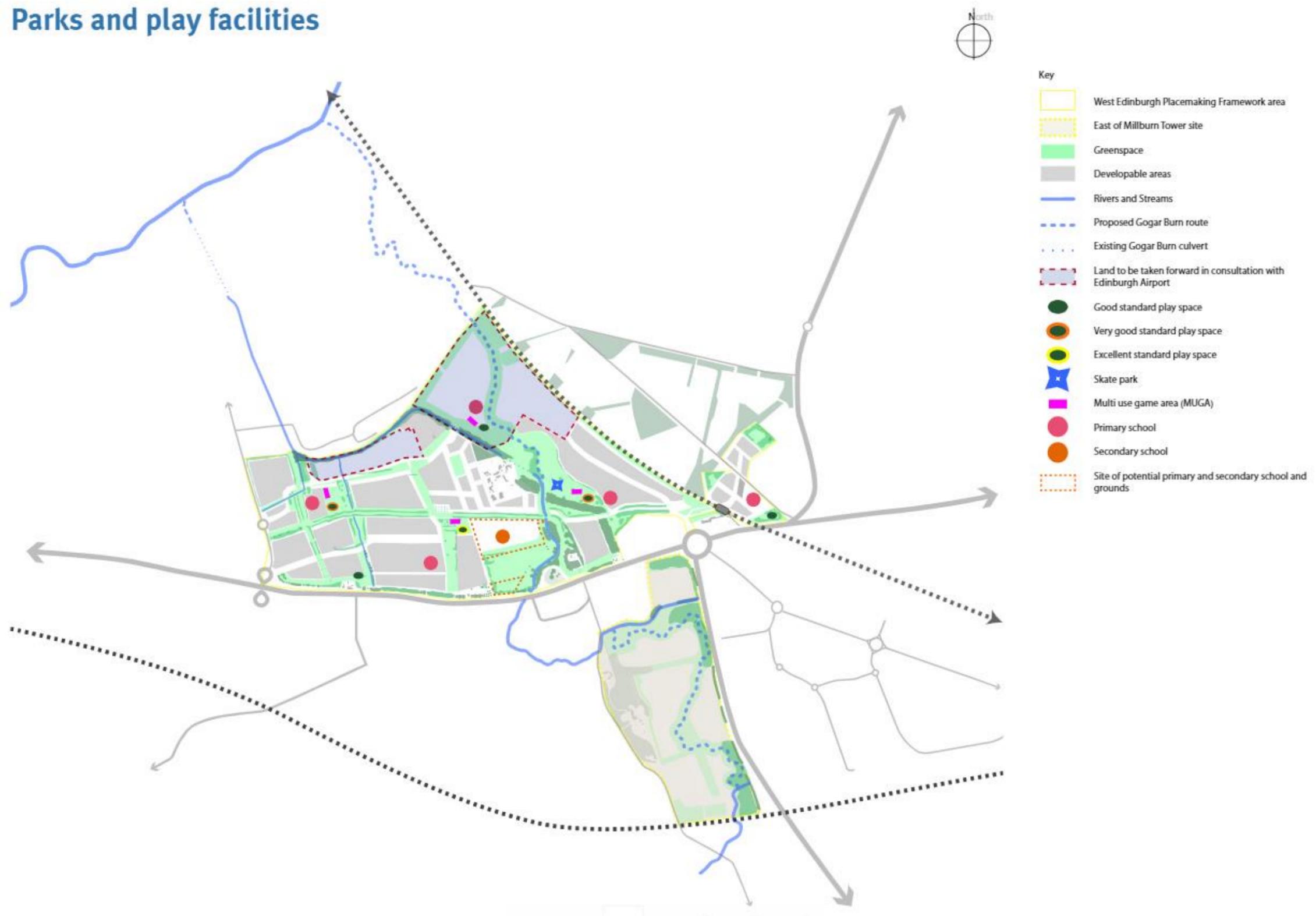
- Interconnect with other parks, the wider Strategic Green Blue Network as part of an overall landscape framework, including green streets.
- Provide clear visual and actual connections with the wider green network for pedestrians and cyclists, with parks being accessible for all users from multiple points and directions so access can be achieved from each of their main boundaries.
- Create spaces of distinct and different characters, especially in larger parks to provide a range of different needs and experiences and functions to meet varying needs and preferences.
- Create places with potential for high biodiversity value recognising the need for species diversity due to climate change and the nature emergency.
- Incorporate areas for the integration of sustainable urban drainage (SUDS) to enhance amenity and biodiversity and a place for exceedance flows and high intensity rainfall events.

Discussion Points

- Do you think the WEPF provides enough open space, play and recreational facilities for a future community of this size?
- Is the open space, play and recreational facilities sufficiently distributed across the WEPF area - is there equitable access for everyone who will live there?
- Does the hierarchy of open space, play and recreational facilities indicated facilitate all the areas of activity that people living and working here might need?

Figure 12: Parks and Play Facilities

Parks and play facilities



6.0 Strategic Connections, Access and Movement, Parking

6.1 Transport Strategy

Transport interventions to support the proposed levels of development have been extensively considered as part of the West Edinburgh Transport Appraisal refresh (WETA) Study 2016 and Transport Appraisal prepared as part of City Plan 2030.

The WETA (West Edinburgh Transport Appraisal) Refresh Study (approved December 2016) considered planned developments in the West and projected airport growth. The transport mitigation measures identified informed the interventions identified in the LDP Action Programme to support site delivery. A key transport action of the Study is the provision of a Gogar Link Road. Feasibility and options for this route were intended to improve network resilience to Edinburgh Airport and open-up development opportunities in West Edinburgh.

Development must fully acknowledge and adopt the transport hierarchy of the National Transport Strategy, National Planning Framework 4, City Mobility Plan and City Plan 2030 to ensure that West Edinburgh is successful as a place by minimising private car movements for all journey types, especially short, local ones. Our decisions on how to get from A to B are influenced by how we choose to move, including availability and quality of infrastructure, cost, journey time, safety, personal ability and convenience. Targets to reduce car kilometres nationally by 20% and in Edinburgh by 30% should be seen as a starting point and be exceeded wherever possible to contribute meeting net zero targets.

City Plan Place Policy 16, West Edinburgh, requires this approach for development with a focus away from individual car ownership towards active travel, high speed public transport, including tram, and mobility hubs. Movement proposals for sites in West Edinburgh must support this. This is important to help mitigate the potential impacts of increased traffic flow on existing communities as well to meet wider Council targets.

Reducing the need to travel: Development should ensure that as many appropriate services as possible are provided within West Edinburgh, delivering the 20-minute neighbourhood concept and therefore reducing the need to travel elsewhere.

Integration: All proposed active travel, public transport and road improvement measures must support the delivery and integration of the infrastructure emerging from the West Edinburgh Transport Improvement Programme study (WETIP). Infrastructure emerging from WETIP relates to the A89/A8 corridor. Key infrastructure improvements within the WEPF area shall be carried out by developers or secured through suitable conditions or legal agreements.

WEPF advocates a series of Strategic Connections, both to maximise connectivity through the area and to establish linkages to the wider city beyond (*Figure 13: Strategic Connections*).

It is a key requirement that the sites within the WEPF area all connect together to create a single 'place'. Connectivity between the sites is essential.

6.2 Access

Strategic access into the WEPF area should be from Gogar roundabout, Eastfield Road and potentially the A8 subject to assessment. City Plan's provision for local access from the A8 would also provide options for opening up sites should the full strategic network not be available, for example if some sites are delayed in commencing.

Key locations for a series of 'at grade' signalised crossings over the A8 should provide effective linkages with areas to the south including Redheughs Village and Edinburgh Park. Measures to 'calm' the A8 should be investigated including reducing the speed limit to 30 mph.

6.3 Strategic East-West Routes

WEPF seeks to promote two east-west transport corridors including a 'Gogar Link Road' linking Eastfield Road with Edinburgh Gateway, with a second corridor serving the northern part of the WEPF area via Crosswinds.

However, physical constraints posed by ownerships, the presence of natural and heritage assets including the existing channel of the Gogar Burn and the Castle Gogar Estate have a significant bearing on where such east-west routes can be placed. The draft WEPF has considered the feasibility of various potential route alignments and has identified optimal locations to where such routes would need to be located. The alignments identified would seek to minimise impact to heritage assets while promoting solutions which would achieve broader transport and development objectives and ensure sensitivity to environment and place.

6.4 North-South Routes – Gogar Mains Road

Preferred locations for new north-south primary and secondary routes must consider safe connections across the tram corridor along with all the factors listed above.

Gogar Mains Road will be retained and modified as a secondary north-south route linking residential areas across the tramline.

6.5 Northern Link

To ensure good public transport connectivity, a public transport route should be established over the railway at the north-east part of the site. This may be achievable over the existing railway bridge on Turnhouse Road or it will require a new bridge spanning the Edinburgh-Fife railway.

6.6 Airport Access Route

There is an option for a potential Airport access route which would include public transport; this is shown as being accessed off Gogar Roundabout/ Myreton Drive and running along the railway line as indicated on the Masterplan map. This route would be considered in terms of broader transport requirements in the wider West Edinburgh and City context.

6.7 Public Transport

West Edinburgh has a baseline of public transport infrastructure – most notably Edinburgh Tram Line 1, Edinburgh Gateway Intermodal Station, Edinburgh Park rail station and Ingliston Park & Ride facility. Existing bus routes also pass through the area and services are focused on the Airport, the A8 Corridor and West Lothian. However, strategic access and movement beyond the framework area is constrained by edges including dual carriageways, railways, and land uses with limited public access. Access to adjacent areas of the city, particularly Maybury and West Craigs to the north-east is restricted by:

- Limited pedestrian connections between the site and surrounding area.

- Proximity of active travel routes to heavy traffic and lack of continuity due to a fragmented network.

Additional capacity for public transport, principally buses, will be required to support the development of the WEPF area and complement the existing tram route, thus ensuring effective public transport connectivity to the rest of the city and seeking to establish sustainable travel habits from the outset of development.

Core Bus Routes through the WEPF area would be focussed upon a strategic east-west Corridor, with northern and southern spurs leading from Eastfield Road to the west. This should be further supplemented by a bus route based around a northern east-west Access and offering a Northern Link over the railway to support delivery of the proposed Core Orbital Bus Route outlined in City Plan

The public transport strategy outlined through WEPF has the potential to support and facilitate a range of bus services across the Edinburgh City region, including established West Edinburgh communities, orbital routes to serve north and south Edinburgh and West Lothian (*Figure 14: Public Transport Strategy*).

6.8 Walking, Wheeling and Cycling

The proposed Green Blue Network shall work in tandem with the proposed vehicular routes. Off-road active travel routes would form part of the Green Blue Network (*Figure 15: Walking, Wheeling and Cycling Network*).

6.9 Parking Strategy

City Mobility Plan, Policy 36 seeks to limit parking in new development based on current and planned levels of walking, wheeling, cycling and public transport access including requirements for electric vehicle charging, disabled persons parking places, car club and bike hire space.

WEPF promotes a range of moves to support the delivery of sustainable transport infrastructure and achieve a 'low traffic place' – one where all street spaces will prioritise people and not be dominated by vehicular movement including parking requirements.

The effective control of parking, particularly to limit car use for short local journeys will be key to realising Local Living objectives, as outlined in Chapter 7.

Limiting the number of car parking spaces is key to delivering key elements of the WEPF. It is proposed that all housing development proposals should aspire to a maximum level of 25% provision, e.g. 1 space per 4 residential units. This would include EV and accessible spaces. For non-residential uses, Zone 1 parking standards would apply as outlined in the Council's current Parking Standards. Any provision which exceeds this would need to be justified against Net Zero and Transport policies.

This approach would reflect recent practice at Granton Waterfront redevelopment, where car parking has been restricted as part of a wider approach to the delivery of sustainable transport measures.

An appropriate level of safe, secure and convenient cycle parking to meet the needs of users which is more conveniently located than car parking should be provided.

In respect of parking strategy, WEPF proposes the following measures: -

- The Council will consider the implementation of a Controlled Parking Zone for the WEPF area.
- Limit on-street parking provision with all spaces subject to adoption by the Roads Authority.
- Restrict on-street parking provision to short stay, accessible parking, deliveries and uplift.
- Promote use of centralised parking facilities, e.g. multistorey or low-rise deck parking.
- Only consider front curtilage parking in exceptional circumstances with any 'in-curtilage' parking limited to a single space per dwelling including integral garaging.
- Minimal use of courtyard and deck parking for residential and essential business users.
- Appropriate provision of cycle parking in line with current Council guidance.

WEPF advocates that all housing development proposals should aspire to a maximum level of 25% provision, e.g. 1 space per 4 residential units. This would include EV and accessible spaces. For non-residential uses, Zone 1 parking standards would apply as outlined in the Council's current Parking Standards. Any provision which exceeds this would need to be justified against Net Zero and Transport policies.

6.10 EV Charging Infrastructure

The Council recognises this is a rapidly evolving technological area as we transition to electric vehicles. Given the timeframe in which the WEPF area will likely be developed, WEPF advocates that all residential and essential business parking spaces should be equipped with electric vehicle charging infrastructure from the outset of development, supported by a dense network of public charging infrastructure.

6.11 Key Strategic Transport Interventions

The table below highlights the potential key transport interventions for the WEPF area as identified in City Plan.

Intervention	Description	Relevant City Plan Proposals
Upgrading (dualling) of Eastfield Road and Dumbbells roundabout improvements	Upgrading to enhance route capacity of principal vehicular route serving the Airport, whilst improving facilities for public transport, walking, wheeling and cycling through innovative street design. Initial proposal identified as part of the IBG Phase 1 application (15/05580/PPP) – subject to call-in by Scottish Ministers.	WE22, WE23, WE24, WE24
Establishing a 'Main Street' (Gogar Link Road)	<p>An east-west transport corridor serving the central part of the WEPF area, to link Eastfield Road with Edinburgh Gateway and the Gogar roundabout, this being needed to realise strategic transport objectives established through the WETA Refresh Study and City Plan 2030 Transport Appraisal.</p> <p>Route could serve as a strategic multi-modal route with access for general traffic, although may prioritise or be limited to public transport and active travel only. Route must prioritise direct east-west bus movements through the area supported by an additional public transport spur from Dumbbells/ Ingliston to the south-west.</p> <p>Route should be established within a green setting – as per Chapter 4, Green Blue Network with design adopting a range of characters along its route.</p> <p>Route would pass close to the Gogar Town Centre, although alignment should seek to minimise impact of through traffic within the Town Centre Plaza.</p> <p>A bridge crossing will be required over the Gogar Burn. Due to physical constraints this should be positioned to the south of Castle Gogar and the historic bridge. Design of this section must minimise impact to mature trees on the Castle Gogar Estate and setting of listed buildings.</p>	R4, WE18, WE27, WE28, BGN48
Establishing a Northern East-West Access	<p>A secondary east-west transport corridor serving the northern part of the WEPF area, to link Eastfield Road with Edinburgh Gateway and the Gogar roundabout via Crosswinds. This would complement the 'Main Street' (Gogar Link Road) as referred to above. The route has the potential to provide secondary access from the Airport, including the Airport Freight Terminal.</p> <p>Street design should facilitate efficient east-west bus movement, with provision for walking/wheeling and general traffic.</p> <p>Delivery of this route would require an overbridge crossing over the existing Gogar Burn. Due to physical constraints, this should be positioned between Gogar Mains Farm and the Castle Gogar Estate.</p>	PT1, WE27, BGN48, BGN49
Northern Link	<p>Link forming a connection between the north of the WEPF area to Turnhouse Road/Craigs Road and the strategic Green Blue Network.</p> <p>This would prioritise public transport to facilitate the development of the Core Orbital Bus Corridor (PT1) with provision for walking, wheeling and cycling.</p> <p>Delivery of this route would require either a new overbridge spanning the Edinburgh-Fife railway or it could potentially link to the existing railway bridge on Turnhouse Road to the north.</p>	PT1, PT6, WE12, BGN48, BGN49
A new Gogar Tram Stop	<p>To be located between existing Ingliston and Gogarburn tram stops, this would be designed as an integral part of the proposed Gogar Town Centre Plaza.</p> <p>Expected that design would utilise foundations and adjacent track crossings installed as part of original tram construction.</p>	PT1, WE12, WE30

Potential Additional Access from A8	Potential for additional A8 access to assist in reducing speeds on the A8 whilst facilitating local access and development delivery. Careful consideration would be given for such additional access against the WEPF objectives.	As shown in Map 24 of City Plan
Crossing and Calming the A8	<p>Investigate measures to strengthen connections beyond the WEPF area including linkages across and measures to ‘calm’ the A8 dual carriageway – this supporting the delivery of 20 Minute Neighbourhoods and a Strategic Green Blue Network. Measures may include a reduction of the speed limit from 40mph to 30mph. A series of ‘at grade crossings over the A8, to support walking, wheeling and cycling in the following locations should also be explored: -</p> <ul style="list-style-type: none"> • Gogar Station Road – connections to Redheughs Village and Edinburgh Park • Gogarstone Road – connections to Ratho Village • Maybury junction – connections between Turnhouse Road, The Gyle and Edinburgh Park • A8 Corridor – connections to Ratho Station, Newbridge and Kirkliston including off-road routes. 	WE5, WE6, WE7, WE11, WE31, BGN48
Redheughs Village	<p>Potential development of a bus and active travel route through the site and through bus movement to Edinburgh Park.</p> <p>Explore potential for an ‘at grade’ crossing over the A8 at Gogar Station Road, as outlined above.</p>	PT5, ATPR 49, ATSG5, WE11, WE13, BGN48
Mobility Hubs	Seek to establish Mobility Hubs at principal arrival points to the area including Gogar Town Centre, Edinburgh Gateway and Ingliston. These should be developed in conjunction with the Council and service providers.	WE39, WE40

Key Transport Requirements

- Accord with the Sustainable Travel Hierarchy which seeks to promote walking, wheeling, cycling and public transport over private car use.
- Facilitate the delivery of a connected hierarchy of routes which support a safe, high-quality environment for walking, wheeling and cycling and seek to maximise sustainable travel opportunities to local facilities.
- Promote opportunities for off-road movement via the Green Blue Network to offer attractive routes for strategic active travel and informal recreation.
- Facilitate public access and linkages beyond the peripheries of the WEPF area which address barriers to movement currently presented by physical edges. Strategic connections should seek to ensure effective integration with the wider city and established West Edinburgh communities, e.g. West Craigs, Maybury, Turnhouse, Ratho Station, Ratho Village, Newbridge and Kirkliston
- Prioritise the delivery of an East-West 'Main Street' (also referred to as the Gogar Link Road') with direct routing to link Eastfield Road to Edinburgh Gateway and the Gogar roundabout. This route should pass close to the proposed Gogar Town Centre.
- Facilitate bus movement through the WEPF area, particularly via the strategic east-west routes to complement the established tram route and promote a range of bus services across the Edinburgh City region, including established West Edinburgh communities, orbital routes to serve north and south Edinburgh and West Lothian.
- All proposed active travel, public transport and road improvement measures must support the delivery and integration of infrastructure emerging from the Council's West Edinburgh Transport Improvement Programme (WETIP).
- Seek to establish Mobility Hubs at principal arrival points to the area including Gogar Town Centre, Edinburgh Gateway and Ingliston. These should be developed in conjunction with the Council and service providers.
- All development should aspire to a maximum level of 25% parking provision. For non-residential uses, Zone 1 parking standards would apply as outlined in the Council's current Parking Standards. The design of car parking should seek to minimise car use and minimise the visual impact of vehicles within the street scene.
- Initial development should be built within a 5-minute walk (400 metres) of a tram stop or operational bus route (whichever is the closer) and strategic active travel routes.
- Consider the integration of the existing Ingliston Park & Ride facility.
- Consider a comprehensive wayfinding strategy for the wider area.

Discussion Points

WEPF and the Strategic Masterplan is based on Map 24 within Place 16 of City Plan; and sets out the parameters of the strategic connections, access, movement and parking strategy for the WEPF area.

Do you support the approach for the following areas?

- *Strategic Connections.*
- *Public Transport Strategy.*
- *Walking, wheeling and cycling network.*
- *Potential vehicular access points and hierarchy of streets.*
- *Parking levels and approach.*

A number of measures are proposed to reduce car ownership and usage with the Framework. How do you think we can best mitigate the impacts of an increased flow of traffic on existing communities in West Edinburgh?

Figure 13: Strategic Connections

Strategic Connections

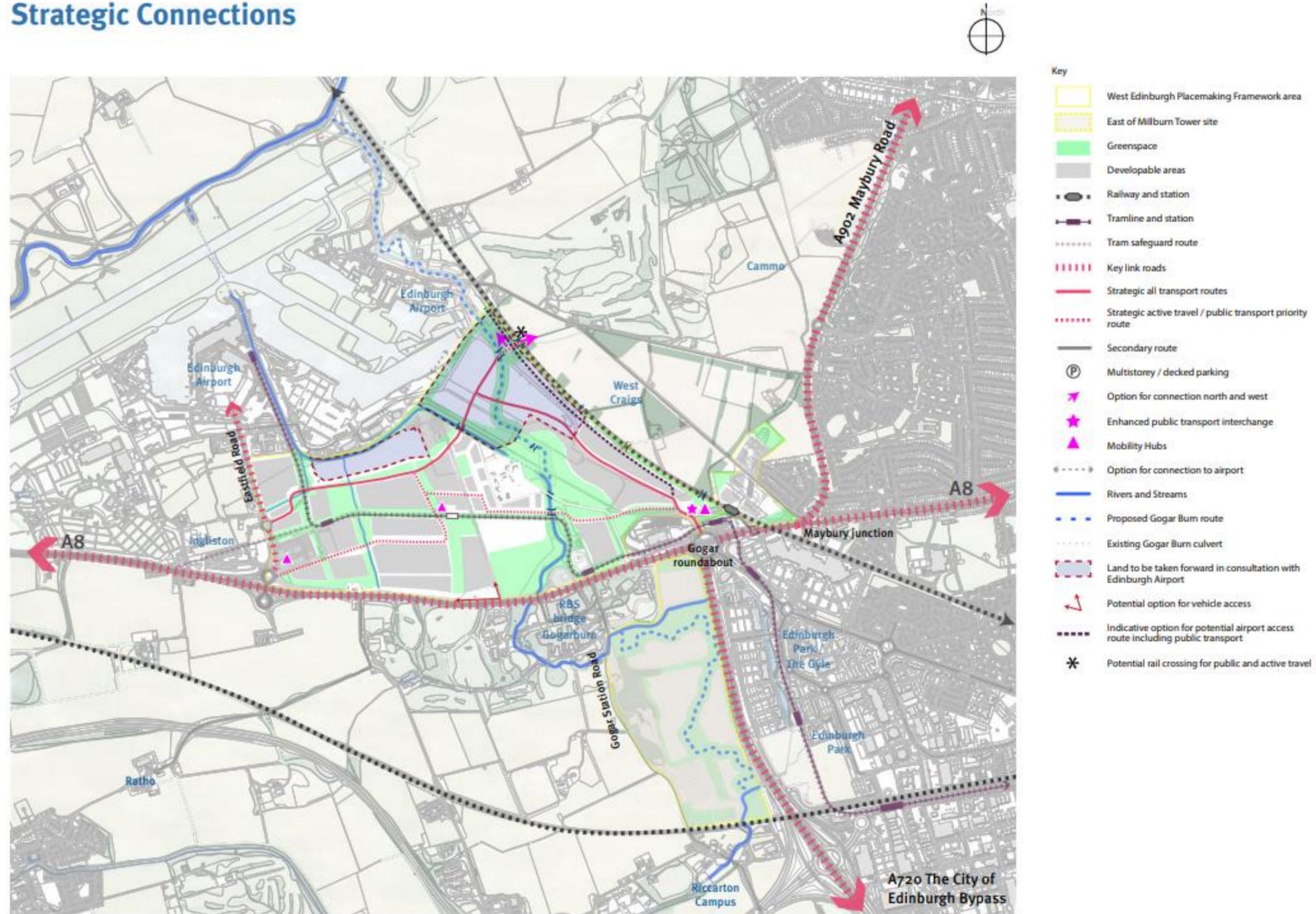
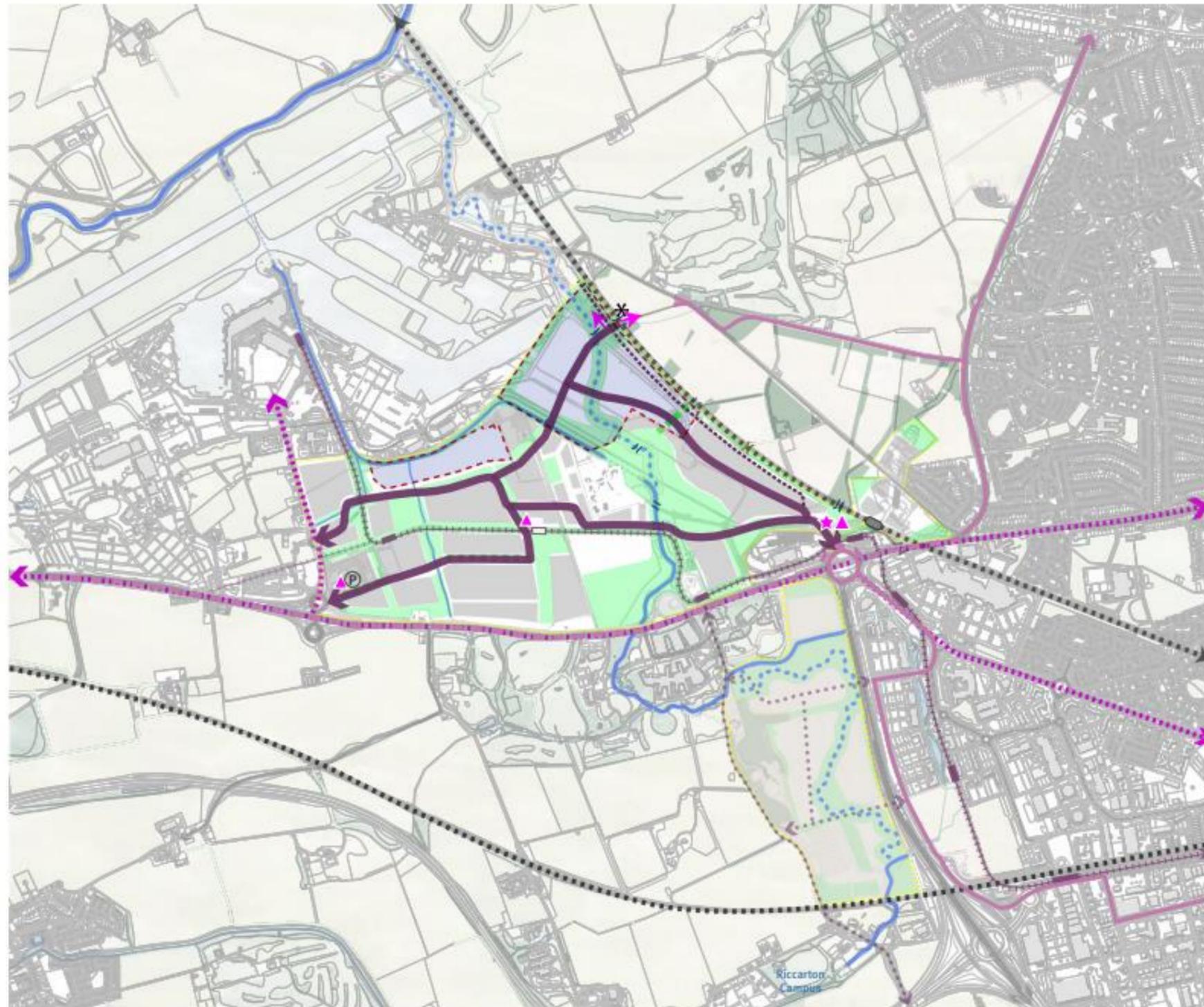


Figure 14: Public Transport Strategy

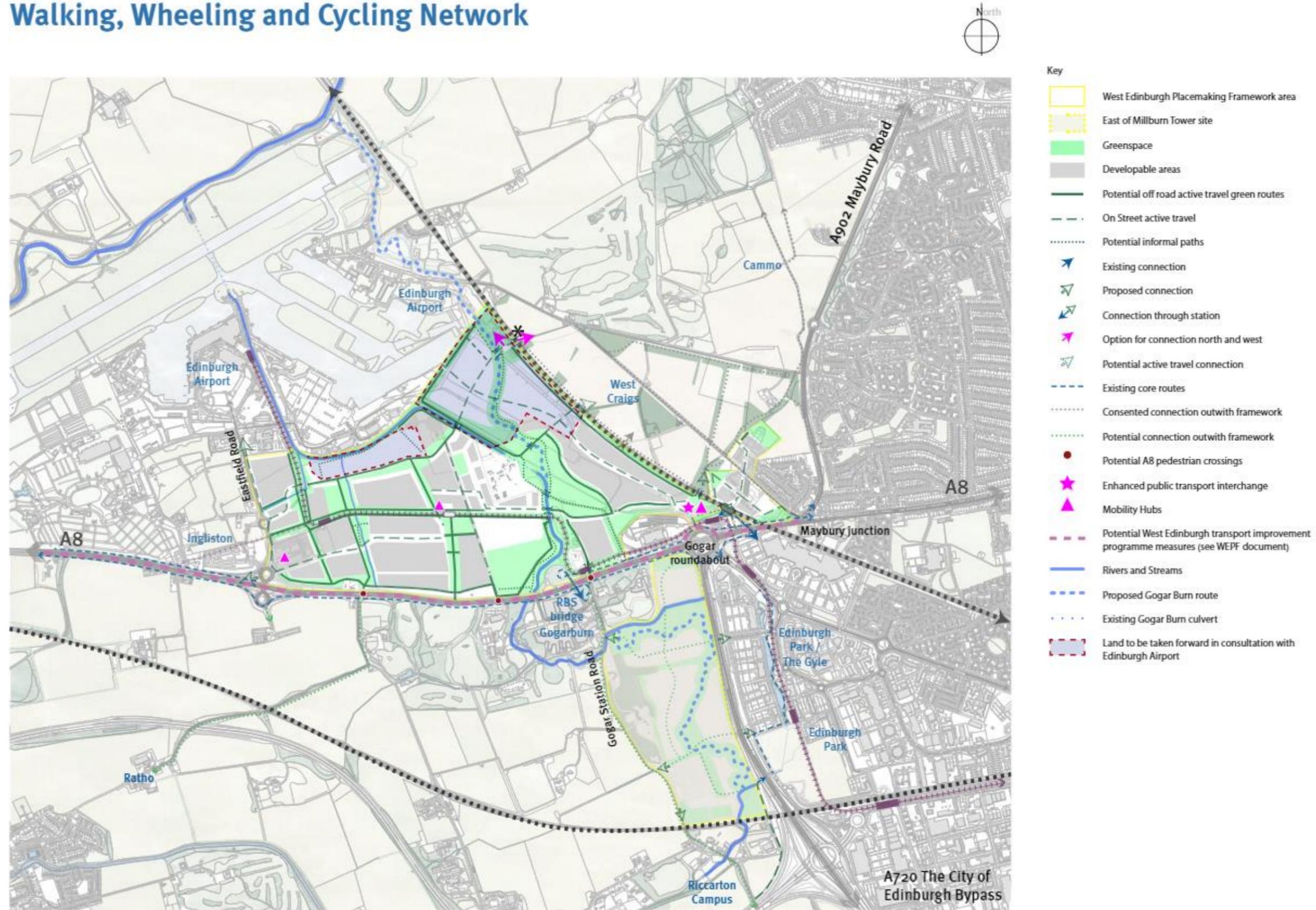
Public Transport Strategy



- Key**
- West Edinburgh Placemaking Framework area
 - East of Millburn Tower site
 - Greenspace
 - Developable areas
 - Railway and station
 - Tramline and station
 - Tram safeguard route
 - Proposed tram stop
 - Existing strategic bus route
 - Proposed strategic bus route
 - Option for connection north and west
 - Proposed core orbital bus route
 - Potential bus link route
 - Potential West Edinburgh transport improvement programme measures (see WEPF document)
 - Enhanced public transport interchange
 - Mobility Hubs
 - Rivers and Streams
 - Proposed Gogar Burn route
 - Existing Gogar Burn culvert
 - Land to be taken forward in consultation with Edinburgh Airport
 - Potential rail crossing for public and active travel
 - Park and ride
 - Indicative option for potential airport access route including public transport

Figure 15: Walking, Wheeling and Cycling Network

Walking, Wheeling and Cycling Network



7.0 Living Well Locally: Delivering 20-Minute Neighbourhoods

The 20 Minute Neighbourhood concept and the notion of 'living well locally' form a central component of WEPF.

The Scottish Government define 20-Minute Neighbourhoods as a 'flexible approach to assessing our places against the concept of local living. A method of achieving connected and often compact neighbourhoods designed in such a way that people can meet the majority of their daily needs within a reasonable distance of their home preferably by sustainable and active travel methods. The principle can be adjusted to include varying geographical scales from cities and urban environments, to rural and island communities. Housing would be planned together with local infrastructure including schools, community centres, local shops and health and social care to significantly reduce the need to use unsustainable methods of travel, to prioritise quality of life, help tackle inequalities, increase levels of health and wellbeing and respond to the climate emergency'.

The Council is currently working in partnership with local communities across Edinburgh to create a network of healthier, greener and thriving neighbourhoods where everyone can meet their daily needs within a short distance of the home.

The Council's 20-Minute Neighbourhood programme is seeking to influence a range of projects and initiatives to including approaches to master planning and strategic development projects promoted through City Plan 2030, the most significant of these being West Edinburgh.

An Edinburgh 20-Minute Neighbourhood Spatial Tool has recently been developed by Ramboll and the City of Edinburgh Council.

The majority of the West Edinburgh area currently functions poorly in terms of 20-Minute Neighbourhood principles scoring <30%. West Edinburgh currently represents a largely transitory area at the periphery of the city with limited residential population and few facilities to support new communities. Local facilities are largely concentrated within the established urban area of the city and outlying villages thereby necessitating travel to use essential services.

The WEPF area is heavily contained by established edges including dual carriageways, the railway and uses/ownerships with secure or limited access including Edinburgh Airport and RBS Gogarburn. These limit opportunities to easily connect with adjacent areas of the city.

In order to achieve successful 20-Minute Neighbourhoods, careful consideration must be given to creating a network of local centres, achieving a suitable mix of uses and establishing local and strategic connections.

7.1 A Network of Local Centres

It is envisaged that each local centre should comprise the following: -

- **Gogar Town Centre** – A well connected, centrally located Plaza forming a major civic destination and community hub within West Edinburgh. This would be focussed upon the green routes/corridors and active travel intersections and the proposed tram stop with principal east-west bus routes located in the vicinity. Potential to incorporate a Mobility Hub.
- **Ingliston Local Centre** – A bustling urban square focussed on the green routes/corridors and active travel intersections and the Ingliston tram stop, characterised by strong urban forms, active streets and green routes/corridors. This area would be distinct from the Gogar Town Centre, located 650 metres to the east. Potential to create a Mobility Hub.
- **North Eastern Local Centre** – A Green Street linking a proposed Gogar Burn Park accessible via the green network with framed views to Castle Gogar and potential connection over the railway to West Craigs/Maybury. This area would be distinct from the Edinburgh Gateway Local Centre situated 750 metres to the south-east.
- **Edinburgh Gateway Local Centre** – A bold civic gateway into West Edinburgh accessed via the green network and focussed upon an established rail/tram hub, providing connections to the city centre and the wider region. A new urban plaza would be formed to the north of the existing station offering a focus for commercial and leisure development. Potential to incorporate a Mobility Hub.
- Outwith the WEPF area, **Redheughs Village Local Centre** – A modest local centre serving the immediate community.

Ground floor uses within the town and local centres should comprise active frontages offering a mix of retail, multi-functional business space with opportunities for community-based activities. Each town centre should be of high-quality public realm and incorporate distinctive/placemaking public art.

WEPF advocates a network of local centres across the wider West Edinburgh area:

- **Ingliston Local Centre**
- **Gogar Town Centre**
- **North Eastern Local Centre**
- **Edinburgh Gateway Local Centre**
- **Redheughs Village Local Centre**

These would be strategically located within new neighbourhoods, contribute towards a distinctive sense of place and create opportunities for localised services, employment and community facilities. Each would be based around a tram stop or principal bus route.

7.2 A Mix of Uses

City Plan, Place Policy 16 outlines: - 'A mix of uses focused around tram stops, with a particular focus within the land known as Edinburgh 205 (H63) as town centre development as town centre development with civic space, community facilities, commercial and leisure uses as a focal point of a new 20-minute neighbourhood.'

7.3 Residential Uses (Use Classes 8, 9, Sui Generis – Flatted development)

The delivery of residential uses must be approached as part of a mixed-use development primarily based upon a high and medium density model, which achieves a vertical mix of uses to integrate residential with business and employment.

This approach will be critical in achieving a vibrant, diverse place and to reinforce the notion of 'living well locally' meeting the daily needs of local communities, offering a highly liveable environment which seeks to combine opportunities for live work and leisure.

Development should seek to promote a range of housing options and tenures, to create housing diversity and a mixed community with the ability to age in place.

To support City Plan objectives, particular focus will be placed on City Plan sites H59, H60, H61, H62, H63, IBG Phase 1 and Redheughs Village. All proposals must seek to adopt a strategic approach to phasing and delivery of infrastructure.

7.4 Retail, Business and Commercial Floorspace (Use Classes 1a, 3, 4, 7)

The delivery of retail floorspace must address relevant Development Plan policies and be focussed within proposed town and local centres. However, the development of such uses should be approached organically to allow for the delivery of a range of unit and floorspace types with a focus on units suitable for a range of smaller, independent businesses.

It is expected that the principal focus of town and local centres is likely to be towards Class 1a (Shops, and financial, professional and other services), Class 3 (Food & drink) and Class 4 (Business uses); these should be vertically integrated as part of mixed-use development. These areas may also present opportunities for the development of office, studio and workshop spaces at street level; offering the potential to support creative industries, low key manufacturing processes and storage/distribution if compatible with adjacent residential properties.

7.5 Industrial Uses (Use Classes 5, 6)

These would include general industrial and storage and distribution uses and given the nature and range of activities/operations permitted, such uses are likely to require physical separation from nearby residential uses.

It is expected that such uses would be concentrated in the Airport Buffer defining the northern edge of the WEPF area. It is also intended this area would provide separation with the Airport offering potential for green blue infrastructure, SUDS, flood attenuation, open space, playing fields and green blue infrastructure.

7.6 Education, Community facilities (Use Classes 10, 11)

Development must seek to deliver suitable educational infrastructure which will support the daily needs of the community including primary schools, a West Edinburgh High School and other facilities offering nursery/early years provision and lifelong learning opportunities.

An Educational Appraisal was undertaken to inform City Plan and the educational requirements which are set out in City Plan. The WEPF now proposes a single 1800 pupil secondary school which would serve the community. The WEPF uses this as a baseline as illustrated in the Masterplan map (*Figure 17/18*).

WEPF also looks at an option for a reduced number of larger primary schools. Both options strongly follow the principles of delivering 20-minute neighbourhoods by ensuring all schools are located immediately adjacent to generous greenspace, play facilities and Multi-Use Games Areas (MUGAs) (*Figure 16: Alternative Schools Layout*).

Schools shall be co-located with community facilities to form community hubs to support the development of 20-Minute Neighbourhoods. Such facilities could include health and social care, lifelong learning, sports pitches/courts, indoor leisure facilities, cultural venues and workspace.

The delivery of flexible spaces to support community activities should be provided.

7.7 Health Care Provision

In line with the City Plan requirements, health care provision will be required and the necessary spaces identified. The nature and extent of this is to be finalised, however, it shall be of a level necessary to fully serve the required communities.

7.8 Edinburgh Airport

It is expected that the lands occupying the northern part of the WEPF area will remain closely associated with the operation of Edinburgh Airport, although the Proposed City Plan and WEPF also recognise the importance of this area in delivering strategic connections and supporting the development of the strategic Green Blue Network.

This area could potentially support business and activities closely related to the operation of the Airport including Class 5 (Storage and distribution), Class 6 (General industrial) and Class 4 (Business). The physical separation of such uses from residential could be achieved through Green Blue infrastructure.

WEPF proposes that development will contribute to local living through the delivery of a cohesive network on interconnected 20-Minute Neighbourhoods, with an emphasis on meeting the needs of local communities that are necessary to create liveable and sustainable places.

This should be achieved by: -

- Placing infrastructure at the heart of placemaking adopting a coordinated approach to the delivery of strategic infrastructure to support the development of connected sustainable communities from the outset.
- Facilitating the delivery of strategic connections beyond the WEPF area to ensure its effective integration with the wider city and established West Edinburgh communities, e.g. Maybury, Turnhouse, Ratho Station, Ratho Village, Newbridge and Kirkliston.
- Promoting sustainable travel opportunities via the strategic Green Blue network to offer safe, effective and pleasant access to local facilities, public transport, employment and countryside recreation.
- Promoting a network of town and local centres based around transport hubs.
- Achieving a blend of uses which integrate residential with business and employment spaces with an emphasis on vertical mix, rather than horizontal separation.
- Promoting a range of housing options and tenures, to create housing diversity, a mixed community and ability to age in place.
- Delivering suitable educational infrastructure which supports the daily needs of local communities including primary schools, a West Edinburgh High School and other facilities offering childcare and lifelong learning opportunities.
- Establishing a civic destination within the Gogar Town Centre for the WEPF and potential wider West Edinburgh area.
- Incorporating small or medium sized food store within the Town Centre and each of the local centres. These should be integrated as part of a mixed-use block to support the development of place and new 20-Minute Neighbourhoods.
- Delivering a range of publicly accessible open space, play space and recreation facilities as outlined in Chapter 5, Strategic Open Space, Play and Recreation.

Discussion Points

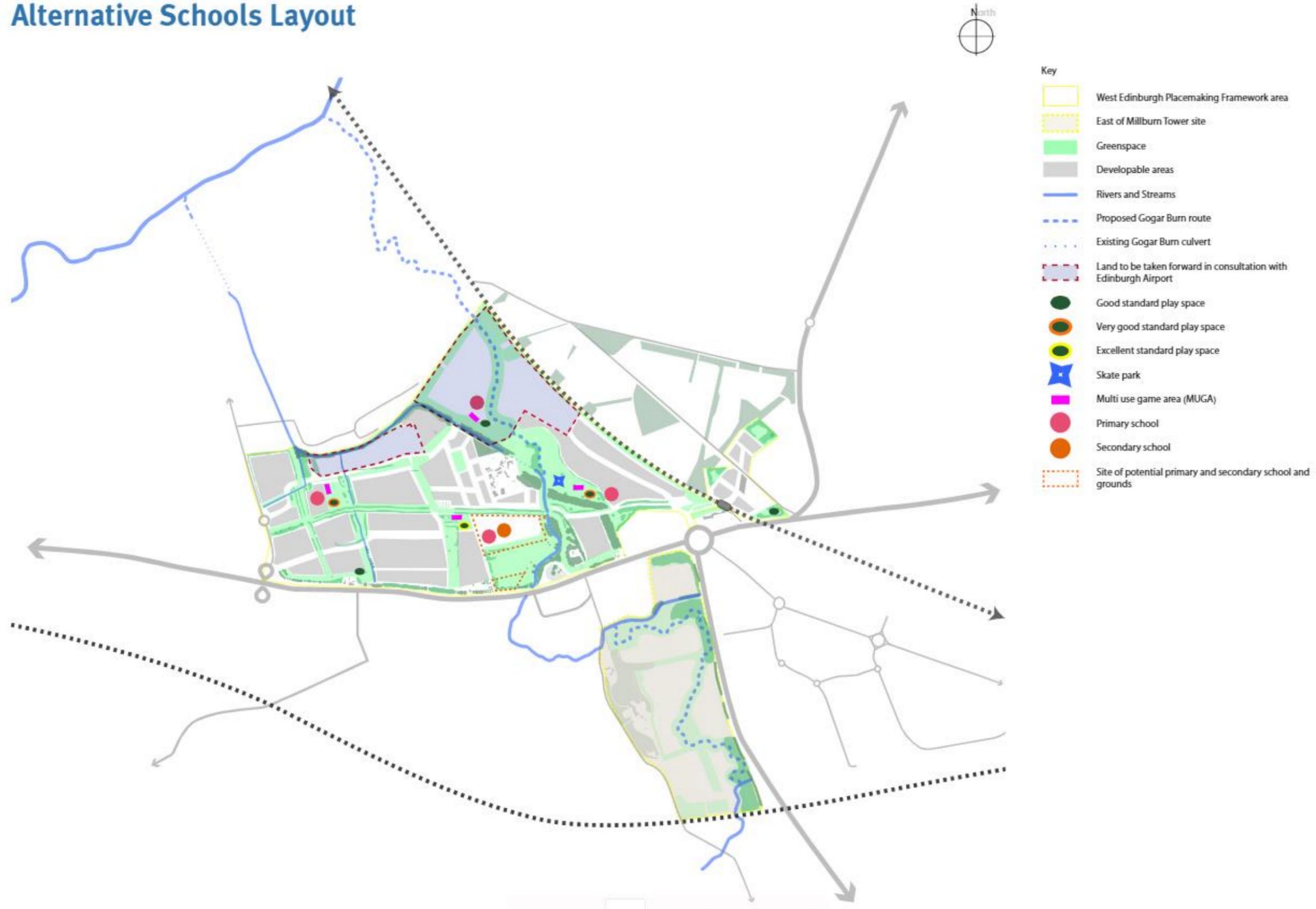
- *Do you support the proposed network and locations of town and local centre areas as indicated in the WEPF?*
- *Do you support the creation of a civic destination within the Gogar Town Centre?*
- *Do you support the proposed mix of uses? What other uses, services or amenities do you think should be located within the WEPF area?*
- *Do you support either of the school/education options outlined in WEPF; or are there any other feasible options?*



Image: Collective Architecture

Figure 16: Alternative Schools Layout

Alternative Schools Layout



8.0 Creating a Distinctive Place

The WEPF Consultation Draft identifies a series of key design moves, these seeking to develop the new West Edinburgh vision and principles outlined in Proposed City Plan, Place Policy 16.

The new vision is for West Edinburgh to become a vibrant, high-density, mixed-use extension to the city with a focus on placemaking, sustainability, connectivity, biodiversity and a strong landscape framework.

The consultant design team has worked collaboratively with the Council to develop a high level, strategic placemaking approach and establish a series of design parameters. These would provide a foundation for West Edinburgh to emerge as both a unique, distinctive place and an exemplar of urban sustainable living.

The approach has been underpinned by detailed analysis of the WEPF area and wider West Edinburgh context, this articulated as part of Chapter 2.

The various themes considered as part of the WEPF Consultation Draft have been considered holistically, with layers brought together to form the draft West Edinburgh Strategic Masterplan, presented in Chapter 9.

8.1 Character Areas

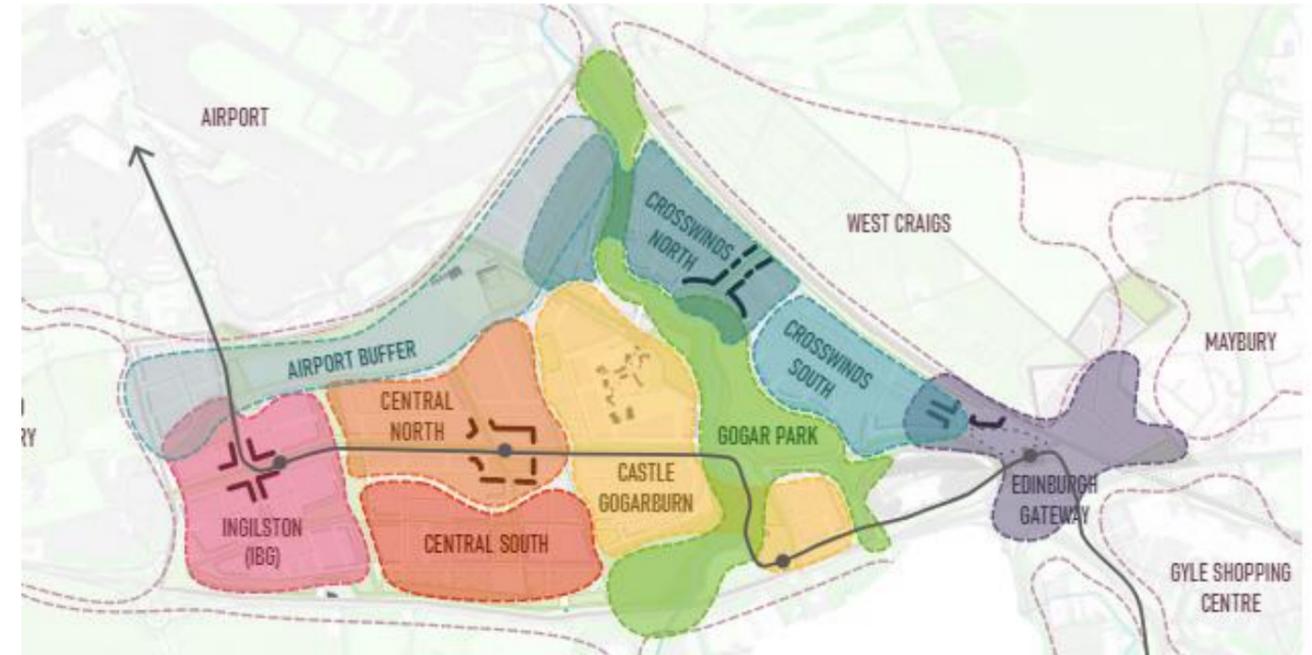
WEPF identifies a network of proposed Character Areas. These have been developed as a response to the overall scale of the WEPF area to inform the strategic masterplan approach and establish a series of distinct neighbourhoods.

The proposed network of Character Areas and have sought to interface with the wider urban context, existing local facilities, adjacent neighbourhoods and areas of established urban character.

Each Character Area would be inherently rooted in 20-minute neighbourhood principles, underpinned by a network of Local Centres as outlined in Chapter 7, Living Well Locally.

Place Policy 16 highlights the importance of using contemporary design to reinforce the image of Edinburgh as a modern prosperous city whilst integrating the positive characteristics of the city's townscape, roofscape and spatial character to create a sense of place.

To address this requirement, the various Character Areas and proposed design parameters have sought to respond to landscape and heritage features whilst advocating a strong identity and their own unique sense of place. It is expected that new buildings within each Character Area would share a common design language to provide coherence and be aligned to the overarching principles presented through WEPF.



Indicative Character Areas (Collective Architecture)

8.2 Urban Structure, Key Frontages

The WEPF approach is defined by strong urban principles.

Development should be based around urban perimeter blocks, to create an appropriate urban character and high densities within a strong landscape setting. This must be supported by a clearly defined hierarchy of streets and open spaces, these being critical to establishing the identity of a place, also greatly influencing the way in space can be used by people.

WEPF seeks to promote a **Hierarchy of Frontages** with distinct approaches to primary and secondary frontages: -

- **Primary frontages** should respond to key urban anchors such as large greenspaces and key active travel routes. They should respond to their character area and address streets appropriately. Where necessary, a small privacy buffer and appropriate demarcation should be provided at ground floor level.
- **Secondary frontages** should address the local streets and be distinct from primary frontages. Private threshold spaces, such as garden or terrace should be incorporated for residential uses. All residential properties should feature a principal entrance opening to the street.
- Active ground floor uses and principal living areas should be clearly articulated on building facades to generate activity to the street.
- All street frontages must provide a clear delineation between public and private areas.

WEPF advocates a varied approach to heights and massing to reinforce a sense of identity and place. These are based around the proposed network of Character Areas and Local Centres, also responding to the context of the WEPF area in order to achieve a diversity of typology, character and place.

2-4 storeys – Areas of lower rise development, these acknowledging heritage and landscape issues and particular site conditions but also capable of achieving medium to high density residential. This scale of development would also be suitable for commercial and industrial uses.

3-5 storeys – A medium scale of development broadly comparable to a traditional Edinburgh tenemental scale. This would provide an opportunity for high density development and the integration of mixed uses.

4-8 storeys – Opportunity for larger, high density residential, mixed use or commercial blocks. This scale of development would primarily be focussed on the proposed town and local centres, also reflecting parameters articulated as part of the IBG Phase 1 master planning.

Additionally, there may be opportunities to explore height and ‘accents’ at key locations and gateways where this could contribute to positive placemaking.

It is considered that the range of heights and typologies identified through WEPF could support a high-density model of development, whilst acknowledging broader considerations in respect of context. Importantly, this would also achieve a spatial character and scale of development which is quintessentially Edinburgh.

8.3 Density, Heights and Massing

The West Edinburgh Views Study, Visual Appraisal, May 2023, prepared by the consultant design team has closely informed the approach which has been outlined in relation to heights and massing. This study has considered the visual impact of a range of heights and impacts on key long-distance views that have potential to be changed through the introduction of new buildings in the WEPF area.

It is recommended that the following issues should be reflected in finalised WEPF guidance: -

- Density, heights and massing should ensure that development across the WEPF area has an urban feel, pleasant streets and people centred spaces.
- All development would be expected to achieve a range of heights. Building heights should vary across each block in response to sloping topography, character areas, uses, key views and gateways. The development of an entire block to a consistent height should be avoided.
- Heights should vary along individual frontages to create varied roofscape that optimises views and daylight.
- Increased heights and massing should be focussed on local centres, key gateways and strategic routes.

- ‘Accents’ may be used to create distinctive townscape at visually prominent location. These could be expressed through a localised increase in heights and architectural detailing.
- A downward massing should be considered at the edges of the WEPF area, particularly where interfacing with established development of a lower scale.
- Building heights and massing should carefully consider the relationship to adjacent streets and spaces, particularly in respect of daylight, sunlight and micro-climate to maximise human comfort and wellbeing.
- Taller buildings may require visual mitigation to ensure effective integration into the landscape setting of the city. Measures may include the use of darker, non-reflective finishes.

8.4 Roofscape

The proximity of Edinburgh Airport to the WEPF area and the need to consider airport bird strike management restrictions will require a carefully considered approach relating to roof design.

Initial discussions have taken place with the Airport Safeguarding Team during the preparation of WEPF. In order to mitigate concerns relating to roosting birds, the Airport has recommended a general presumption against the use of flat roofs and green roofs.

Airport bird strike hazard management restrictions presented by Edinburgh Airport will require a carefully considered approach to roof design across the WEPF area. There is a requirement to create an interesting and varied roofscape that ensures aerodrome safety. As such this will have a bearing on the height, form, massing, architectural detail, and overall character of development.

8.5 Housing Typologies

The development of the WEPF area should seek to promote a range of housing typologies and tenures, to create housing diversity. Approaches to housing delivery should seek to address NPF 4 Policy 16, Quality Homes and various City Plan housing policy requirements including the need to create mixed communities and deliver affordable housing.

WEPF requires at least 35% affordable housing – this should be tenure blind and include a representative mix of housing types and sizes. The Affordable Housing guidance sets out aspirations for 70% of affordable housing to be social rent, the highest priority tenure.

Housing mix should respond to differing needs to residents, including families, older people and those with special needs. Design approaches should also take cognisance of immediate site context and citywide housing policy objectives.

The delivery of residential uses must be approached as part of a mixed-use development based upon a high and medium density model outlined in City Plan Place Policy 16, which achieves a vertical mix of uses to integrate residential with business and employment.

WEPF advocates the following housing typologies, to achieve a high and medium density model, being closely informed by the proposed network of Character Areas, Local Centres, site context and citywide housing policy objectives: -

- Townhouses, terraced or colony style housing, low rise flatted blocks, specialist living accommodation.
- Medium rise flatted blocks generally comparable to a traditional Edinburgh tenemental scale, with opportunities for the vertical integration of mixed uses.
- Larger flatted blocks, which could also present opportunities for the vertical integration of mixed uses including commercial office or hotel accommodation.

8.6 Residential Amenity

City Plan Place Policy 16 outlines an iterative process to ensure building height and mass respond well to site context, topography and micro-climate.

To provide future residents with high levels of amenity, consideration should be given to following issues:

- The siting and design of built form, streets and open spaces should be carefully planned in respect of micro-climate and orientation and seek to maximise sunlight and daylight whilst minimising overshadowing from surrounding urban form.
- Housing typologies should avoid single-aspect homes and seek to maximise opportunities for natural ventilation, light and social interaction between neighbours.
- All housing should provide residents with private or shared amenity space with clearly defined boundaries between public and private space.

WEPF advocates a strategic approach to placemaking. Development should achieve an urban form and spatial character in keeping with Edinburgh's prevailing urban character, this being informed through a series of high-level design parameters and design guidance.

This would seek to address the following issues, being further developed following the outcome of consultation and engagement: -

- **A Network of Character Areas and Local Centres**
- **Urban Structure including streets and open spaces**
- **Building Heights and Massing**
- **Roofscape**
- **Housing typologies**
- **Residential amenity**
- **Public art provision**

The most current Edinburgh Design Guidance should also be used to develop and inform proposals.

Discussion Points

The WEPF outlines a high level, strategic placemaking approach and establishes a series of design parameters. These would provide a foundation for West Edinburgh to emerge as both a unique, distinctive place and an exemplar of urban, sustainable living.

- *What are your views on the following:*
 - *Character areas*
 - *Urban structure/ Key frontages*
 - *Density, heights and massing*
 - *Roofscape*
 - *Housing typologies/ Housing mix*
 - *Residential amenity*
 - *Character of the A8 including scale and location of development*
- *Are there any other additional design issues you think should be addressed?*
- *What place name do you think should be given to this area?*

9.0 Figure 17: Draft Strategic Masterplan

The Strategic Masterplan seeks to bring together the various layers of place, as explored through the Draft Framework to articulate a new, bold urban vision for West Edinburgh.

West Edinburgh Strategic Masterplan

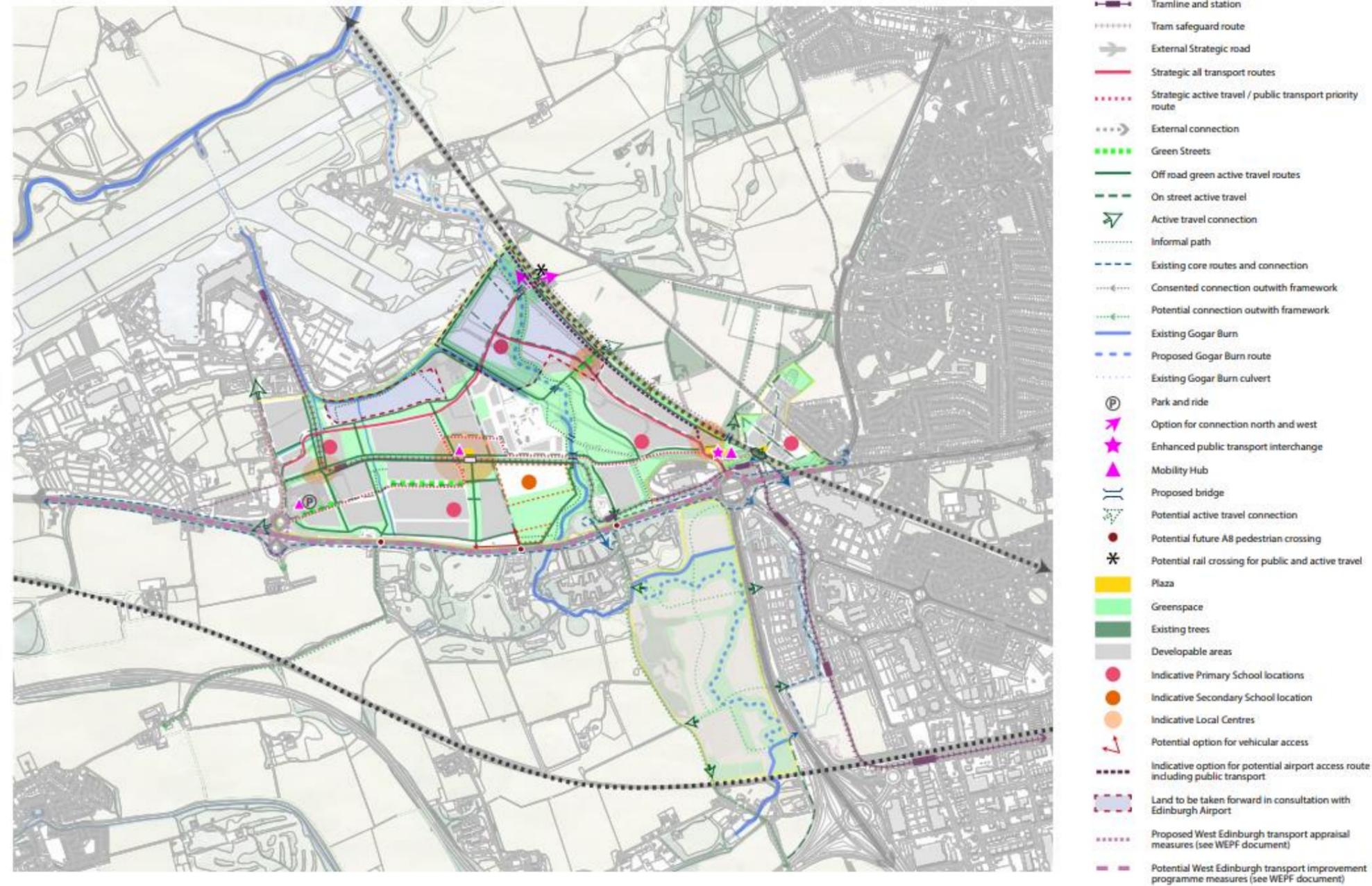
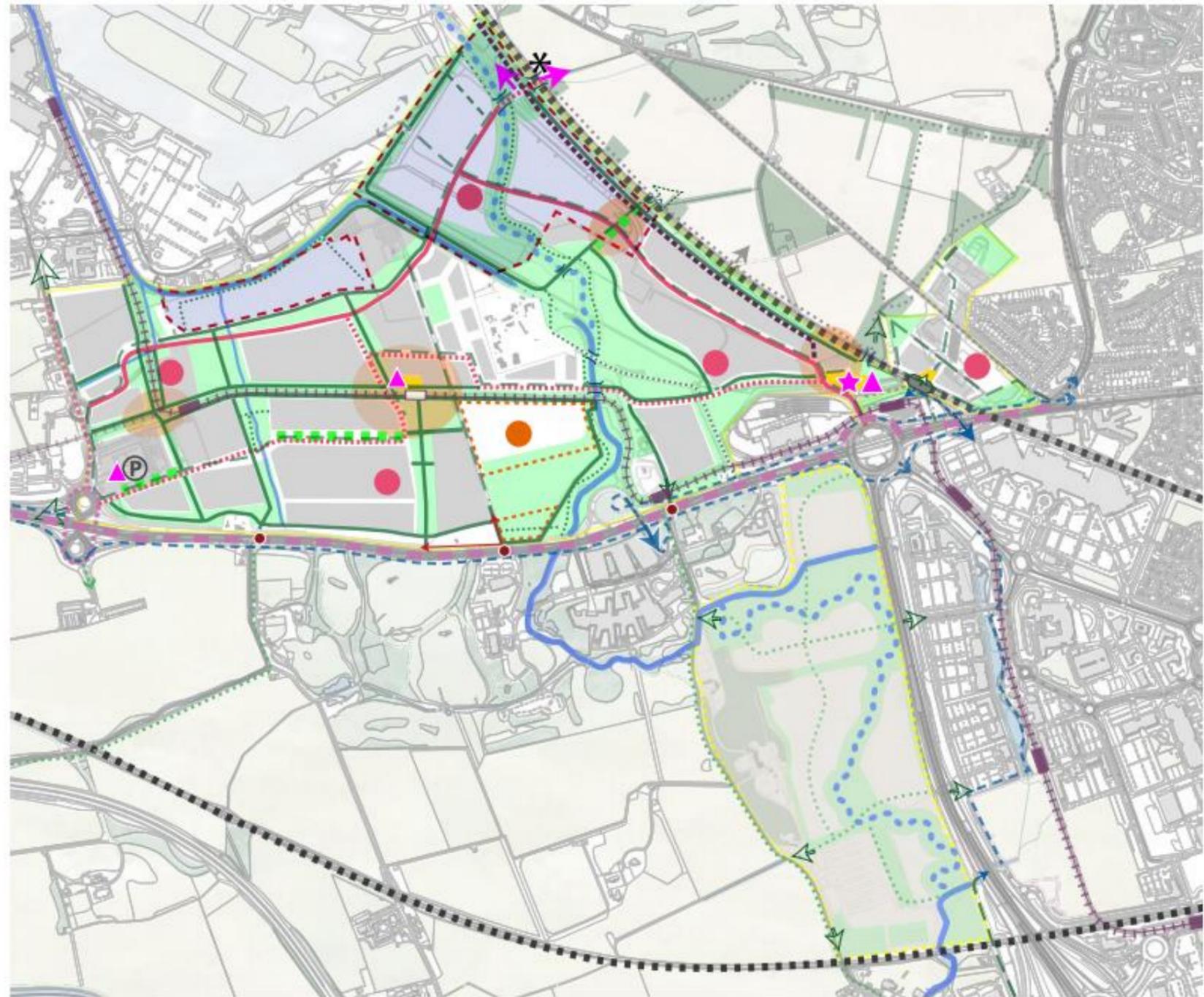


Figure 18: Draft Strategic Masterplan (Extract)

West Edinburgh Strategic Masterplan



- Key**
- West Edinburgh Placemaking Framework area
 - East of Millburn Tower site
 - Railway and station
 - Tramline and station
 - Tram safeguard route
 - External Strategic road
 - Strategic all transport routes
 - Strategic active travel / public transport priority route
 - External connection
 - Green Streets
 - Off road green active travel routes
 - On street active travel
 - Active travel connection
 - Informal path
 - Existing core routes and connection
 - Consented connection outwith framework
 - Potential connection outwith framework
 - Existing Gogar Burn
 - Proposed Gogar Burn route
 - Existing Gogar Burn culvert
 - Park and ride
 - ✦ Option for connection north and west
 - ★ Enhanced public transport interchange
 - ▲ Mobility Hub
 - Proposed bridge
 - Potential active travel connection
 - Potential future AB pedestrian crossing
 - ✱ Potential rail crossing for public and active travel
 - Plaza
 - Greenspace
 - Existing trees
 - Developable areas
 - Indicative Primary School locations
 - Indicative Secondary School location
 - Indicative Local Centres
 - ↗ Potential option for vehicular access
 - Indicative option for potential airport access route including public transport
 - Land to be taken forward in consultation with Edinburgh Airport
 - Proposed West Edinburgh transport appraisal measures (see WEPF document)
 - Potential West Edinburgh transport improvement programme measures (see WEPF document)

10.0 Infrastructure First, Delivery and Phasing

The successful implementation of the vision for West Edinburgh set out in WEPF will take many years of coordinated effort between all parties.

The early provision of infrastructure will play an important role to the placemaking and development with coordinated delivery being key to a cohesive, well-connected place and series of interconnected 20-Minute Neighbourhoods.

NPF4 Policy 18, Infrastructure First, seeks to encourage, promote and facilitate an infrastructure first approach to land use planning and to place infrastructure, services and facilities that are necessary to create liveable and sustainable places and meet the needs of communities.

The largely undeveloped nature of the WEPF area presently contains limited infrastructure to support development. A coordinated and comprehensive approach will need to be taken to the funding and delivery of strategic infrastructure including: -

- Transport
- Green Blue infrastructure including Open Space, SUDS and the Gogar Burn
- Education
- Community facilities including health care

Infrastructure will be funded both directly through development, utilising developer contributions and/or public funding where this is required.

10.1 Transport

The City Plan Transport Assessment (TA) considers interventions, mitigation and new infrastructure to support the levels of development proposed in West Edinburgh reflecting the WETA work and WETIP (West Edinburgh Transport Improvement Programme). As well as committed funding through City Deal, a cumulative Transport Contributions Zone will be applied to address area wide transport interventions identified through the TA. Cumulative impacts will be secured by suitable conditions or legal agreements.

Strategic transport infrastructure including streets and public realm will be crucial to the delivery of 20-Minute Neighbourhoods and ensuring effective connectivity at early stages of development to establish sustainable travel habits, access to local facilities and open space.

Sustainable transport modes must be prioritised in all development proposals to ensure high levels of accessibility from the outset.

Where transport infrastructure is required because of development and can be delivered by the applicant, this is the Council's preferred option.

10.2 Green Blue infrastructure

The early provision of Green Blue infrastructure will be central in establishing a high-quality context for place development.

Green Blue infrastructure includes all elements of landscaping and open space ranging from public realm, civic and green spaces, strategic landscaping and SUDS infrastructure, this to be delivered in accordance with green blue infrastructure requirements as outlined in Chapters 4 and 5.

10.3 Gogar Burn Enhancement

Measures to restore and enhance the Gogar Burn represent a longstanding planning policy aspiration. This project represents an integral component of WEPF in the realisation of a strategic Green Blue Network.

However, it is recognised that this is complex project and will require the cooperation of multiple agencies and stakeholder interests. Project scope, detailed design, a delivery mechanism and funding package are still under development.

The current stage of project development does not negate the requirement for other Green Blue infrastructure including SUDS to be delivered as part of the surface water management strategy outlined as part of WEPF.

The future proposed alignment will be subject to safeguard through City Plan. Development proposals, including open space and transport, must respond to safeguarding requirements where applicable and not preclude future delivery.

10.4 Education

Proposed City Plan, section 3.60 states that developer contributions are required to deliver education provision to support the level of development outlined within West Edinburgh. The educational provision within the WEPF area will serve the wider WEPF area.

The Educational Appraisal supporting City Plan gave rise to Education requirements which are indicatively illustrated on Map 24 of City Plan.

The final form and extent of Education infrastructure provision is still under consideration by the Council. The WEPF shows potential options, and it is intended that the requirements in terms of Education provision will be set out in the finalised version of the WEPF and updated Council guidance relating to developer contributions and infrastructure delivery.

10.5 Health care

Proposed City Plan, section 3.61 states that developer contributions to deliver health care provision are required to support the level of development outlined within West Edinburgh. Contributions will be applied through a cumulative contributions zone on the conclusions of the Council's Health care Appraisal.

10.6 Developer Contributions

Proposals will be required to contribute to infrastructure provision, where relevant and necessary to mitigate any negative additional impact (either on an individual or cumulative basis) and where commensurate to the scale of development. The Council will normally secure its delivery as part of planning permission using conditions or legal agreements.

A new Action Programme will be prepared by the Council to support City Plan and WEPF objectives, this setting out how infrastructure and growth of the city will be delivered. Where cumulative impacts, i.e. arising from more than one development, are identified, contributions zone(s) will be established, including relating to transport, education, green blue infrastructure and primary health care.

10.7 Phasing of Development

The complexity of this issue and interdependencies between the various landholdings which form the WEPF area are recognised by the Council. To address this, it is proposed that the final WEPF will set out how: -

- Application proposals must be supported by site masterplans which match the finalised WEPF and phasing plans which illustrate how and when strategic infrastructure is to be delivered. This particularly relates to how connections between individual landholdings are to be delivered. However, it shall also set out how and when other infrastructure such as education and health care is to be delivered.
- Application proposals will be expected to make a clear distinction between strategic infrastructure, i.e. that forming the public domain and plot infrastructure, or that which would be privately maintained. A mechanism for delivery of infrastructure related to a site must be clearly identified, this forming the basis for legal agreements.
- Where necessary, delivery should seek to ensure effective coordination between different types of infrastructure, e.g. Green Blue and transport.
- The Council will consider using Compulsory Purchase Order (CPO) powers should it not be possible to secure agreement between parties in relation to the delivery of infrastructure.

The WEPF Consultation Draft advocates that to deliver a cohesive place and network of connected neighbourhoods, the initial focus for development should seek to establish the strategic connections, infrastructure and the network of town and local centres as identified through WEPF.

The phasing and delivery of strategic infrastructure must be agreed with the Council, this addressing relevant Council policy and guidance, with requirements reflected through legal agreements.

Application proposals should be supported by Phasing Plans as appropriate to the scale of development. These shall seek to adhere to the following: -

1. All development should be within a 5-minute walk (400 metres) of a tram stop or operational bus route (whichever is the closer) and strategic active travel route from the outset of development.
2. All development should be supported by an operational vehicular connection to a primary access route prior to occupation. These would include Eastfield Road, the Gogar Link Road or Northern East-West Access Road.
4. Surface water drainage for each development scheme should be constructed in accordance with the WEPF Green Blue infrastructure requirements and SUDS strategy prior to occupation.
5. All development schemes should include access to useable public open space (as per the WEPF Open Space Hierarchy and Council's agreed Open Space Strategy) prior to the occupation of development.
6. Common landscape and public realm, including street infrastructure immediately adjacent to each development plot should be completed prior to occupation.
7. All development should be supported by an operational strategic active travel set within a landscape framework prior to occupation.

Discussion Points

It is essential that a cohesive, well-connected place with a series of interconnected 20- Minute Neighbourhoods is created. The delivery and phasing will be critical to deliver this ambition and ensure people are able to live well as the area is developed.

- *We would welcome your thoughts on phasing and delivery; and how this is successfully achieved.*